WEATHER

Showers Monday and probably Tuesday.

THE MORNING STAR

WILMINGTON

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VOL. XCVIII—NO. 109 WILMINGTON, N. C., MONDAY MORNING, JULY 10, 1916 WHOLE NUMBER 39,637

GERMAN SUBMARINE DEUTSCHLAND, FLYING MERCHANTMAN FLAG, REACHES BALTIMORE

LIBRARY OF CONGRESS WASHINGTON, D. C.

DODGES BLOCKADE ALLIES AND CROSSES ATLANTIC IN 15 DAYS

Eludes Many Enemy Cruisers Watching for Her Off the American Coast—She Carries Mail and a Cargo of 750 Tons of Costly Chemicals and Dyestuffs, and Will Carry Back to Germany a Cargo of Nickel and Crude Rubber.

PASSED INTO THE VIRGINIA CAPES UNDER COVER OF A HEAVY PALL OF DARKNESS EARLY SUNDAY MORNING

The Deutschland is 300 Feet Long and Carries a Crew of Twenty-Nine Men—She is a Brand New Commerce-Carrier, With Two Guns Aboard, and is on a Purely Commercial Mission—Expected to Dock Amid Ceremonies Today.

Baltimore, July 9. — The world's first submarine merchantman, the German under-water liner Deutschland, anchored below Baltimore tonight, after voyaging safely across the Atlantic, passing the Allied blockading squadrons and eluding enemy cruisers watching for her off the American coast. She carries mail and a cargo of 750 tons of costly chemicals and dyestuffs, and is to carry back home a similar amount of nickel and crude rubber, sorely needed by the German army.

Fifteen days out from Bremerhaven to Baltimore, the submarine reached safety between the Virginia capes at 1:45 o'clock this morning, passing in on the surface, covered by a heavy pall of darkness, which settled over the entrance of the bay with the setting of a tell-tale half moon. Once inside, the visitor threw caution aside and began shrieking his siren, signalling a pilot, and at the same time attracting the attention of the tug Thomas F. Timmins, which had been waiting in the lower bay for nearly two weeks to greet the Deutschland and convoy her into port.

Flies German Merchant Flag.

Four hours later, at 4:45 o'clock this morning, the big submarine started up the bay with the German merchant flag flying under her own power, piloted by Captain Frederick D. Cocke, of the Virginia Pilots' Association, and convoyed by the Timmins. She was making more than 12 knots an hour and could have docked in Baltimore tonight, but arrangements had been made for receiving her with formal ceremonies tomorrow and her captain was ordered to wait in the lower harbor. He and his crew of 29 men remained aboard their craft.

Regarding his vessel as a merchantman subject to no unusual restrictions, the skipper, whose name is said to be Capain Gairig, went up the Cheapeake without waiting to notify local customs and quarantine authorities of his presence. He was five hours away before Norman Hamilton, collector of Norfolk-Newport News, heard the news, and started on his trail aboard the coast guard cutter Onondaga. At last reports tonight the cutter had not approached the submarine, and it is understood that she merely was ordered to keep the strange craft under surveillance as a neutral precaution. Quarantine and port regulations will be compiled with when the vessel moves up to her dock tomorrow.

Little Known of Voyage.

Little was known here tonight about what has happened during the epoch-making cruise across the ocean which, in a small measure at least, breaks the blockade on German trade with the rest of the world. None of the submarine's crew had landed and the agents of her owners had received only meagre reports. Such information as was available came indirectly from the pilot and from Captain Hans F. Hinsch, of the North German Lloyd liner Neckar, laid up here since the beginning of the war. Captain Hinsch boarded the Deutschland from the Timmins and made the trip up the bay with her.

According to the accounts reaching here, the underwater liner superstructure was standing 15 feet above the water when she came in. Until daylight she showed no flag, but the German merchant ensign was raised at sun-up.

Stories that British and French cruisers chased her at sea Thursday, could not be confirmed.

The boat is consigned to A. Schumacher and Company, local agents of the North German Lloyd line, and her cargo to the Eastern Forwarding Company, a concern said to have been organized a few weeks ago especially to handle the business of underwater liners. The latter company has a pier and warehouse, in which are stored the goods to be loaded on the Deutschland for her return trip.

Arrival Hailed With Delight.

In German quarters here the news of the submarine's arrival was hailed with the keenest delight. Those who knew of her coming had been concealing alarm for two or three days, as she was due to arrive about the middle of last week. It is understood that she traveled more than 4,000 miles, going some 800 miles out of her course to avoid enemy ships.

The Deutschland is no converted war craft, but a brand new commerce-carrier, built in Bremen and sent here on a purely commercial mission, according to Henry G. Hilken, the senior members of the Schumacher concern. She belongs to the Ozean Rhederei, limited (ocean navigation company, limited), was launched at Kiel in March.

The novel project was conceived about nine months ago, Mr. Hilken said, by F. A. Lohmann, head of a Bremen exporting and importing concern, who organized the Ocean Navigation Company.

Mr. Lohmann is the son of a former director general of the North German Lloyd Steamship Company and has the important German commercial interests associated with him.

Propelled by Deisel Engines.

The undersea liner, Mr. Hilken understands, is about 315 feet long and 30 feet beam and is propelled by two great Deisel oil engines. She is as large if not larger than any of the German naval submarines and carries 750 tons deadweight of cargo.

"Most of the information that was sent to me, "Mr. Hilken said, "is probably carefully tucked away in a pigeon hole of the British admiralty office, but I don't care now. The Deutschland is here nevertheless."

Mr. Hilken is an American and his firm has been in business here operating ships under the American flag since 1824. Carl A. Leuderitz, the German consul, is a member of the firm.

When the Deutschland will return or whether it is planned to have her make regular trans-Atlantic trips, Mr. Hilken would not say.

Purely Commercial Proposition.

This project was conceived, "he said, "by German commercial interests who wanted to reopen trade with the United States. We need some of Germany's commodities and Germany needs some of ours. It is a purely commercial proposition and that is all there is to it. The time has not yet come when Zeppelins can cros the ocean so these Bremen merchants thought they'd try a submarine. I have kept the secret, of course, all this time to insure the success of the project. We expected her several days ago. Her crew must have endured great hardships and to them, of course, the credit for the success of the undertaking is chiefly due."

If present plans are carried out, the public will not be allowed to inspect the undersea wonder, nor will anybody except the federal authorities be allowed to board her.

The pier of the Eastern Forwarding Company was boarded up today to shut out the view of the curious and tomorrow a cordon of police will surround the pier.

Mr. Hilken will have at the pier a high powered automobile to rush the Deutchland's captain through the city on his errand to the consulate and the custom house.

Six months ago came first reports that Germany was preparing to put into the trans-Atlantic trade a line of submarines that would dwarf in size and achievements the U-boats which have been Germany's chief reliance at sea during the war. London cable reports told of the organization of a company to inaugurate such a service and with the announcement of the organization it became practically

(Continued on Page Eight).

THE DEUTSCHLAND BRINGS A MESSAGE TO PRESIDENT WILSON FROM THE EMPEROR

Completes Four Thousand Miles Voyage, the Longest and Most Hazardous Ever Attempted by Any Submarine—Passes Enemy Warships Submerged—Chased by Cruisers Off American Coast Several Hours—Left German Port June 23rd.

Norfolk, Va., July 9.—Bearing a sealed message from Emperor William, of Germany, to President Woodrow Wilson, running the gauntlet of innumerable dangers from mines, sea-sweepers and enemy warships, and bringing a cargo of dyestuffs, chemicals and mail estimated at 1,000 tons, the German undersea merchantman, The Deutschland, quietly slipped into Chesapeake Bay this morning at 1:45. It was a completion of a 3,000 miles sea voyage for the craft, the longest and most hazardous ever attempted by any submarine. Three hours later, led by the tug Thomas F. Timmins, the little vessel with a record of 13 days of mysterious vigil of the Virginia capes the great submersible began the last leg of her voyage, up the Chesapeake Bay. She is due to arrive in the Maryland city early in the morning.

Cutter Onondaga Follows.

On the heels of the Deutschland, and following in her wake with all the speed that can be coaxed from her powerful boilers, is the coast guard cutter Onondaga.

On board the Onondaga is collector of the port, Norman Hamilton, of Norfolk, and a number of newspaper men. Whether or not Mr. Hamilton has orders is not known. Some believe that the Onondaga undertook the chase of the Deutschland at the request of Mr. Hamilton and that he and not Captain Chiswell is under orders.

The Deutschland carries, mounted in her conning tower, two small guns, of about three inch calibre. There were no evidences of torpedo tubes. She is also equipped with a bridge and powered by two Deisel engines of the latest type. The boat is capable of submerging in less than two minutes. On the surface of the water the submarine has a speed of from two to three hours more than the average merchant steamer.

Merchantman Flag Raised.

According to Pilot Fred Cocke, of the Virginia Pilots' Association, the first American to board the Deutschland after she arrived on this side of the Atlantic, the crew more regulation uniforms of German merchant seamen. No flag was displayed when the Deutschland appeared off the capes. Later, when inside the bay, the German merchantman's ensign was raised.

Captain Cocke said the commander of the Deutschland made no effort to conceal anything and was extremely frank in stating his mission to the United States, that of instituting an undersea merchant marine export and import business between the United States and Germany.

Left Port June 23rd.

Captain Cocke stated that the commander of the Deutschland said he left his German home port on June 23, and although he encountered a number of merchant ships, and one warship, that he easily escaped detection by submerging. He declared that the entire voyage was uneventful. Reaching the vicinity of the Virginia coast Saturday morning the Deutschland remained far outside, knowing that the capes were guarded by enemy warships and came in last night under cover of darkness. He declared that he found no difficulty in evading the two enemy cruisers outside the capes by submerging. He declared that at one time he was within 500 yards of the French cruiser, but passed in unobserved.

The daring of the German commander was shown in the statement that while submerged he ran past the warships, coming to the surface when within four miles of the coast line. After that the remainder of the journey to absolute safety was easy.

According to reports brought in, and said to have been given out by members of the Deutschland's crew, the submersible arrived off the capes late Thursday afternoon, but was detected by the English and French cruisers on guard, and was forced to make a run for it, to escape. It is declared that the chase was a stern one lasting until Saturday morning before the warships gave up the hopeless task and returned to their stations. This report is to the effect that the Deutschland went to sea nearly 300 miles before she got rid of her pursuers, that she was fired at several times and that the delay prevented her from reaching her destination on schedule time, early Friday morning. Naval officers give little credence to this report, declaring that it would have been no hard matter to have submerged and evaded the enemy ships, with the loss of a few hours at the outside. The report needs verification.

CUTTER ONONDAGA RETURNS TO HER PORT AT NORFOLK

Norfolk, Va., July 9.—The coast guard cutter Onondaga, which left here this morning in pursuit of the super-submarine Deutschland, en route to Baltimore, returned to Norfolk tonight, reaching her station in the harbor about 11 o'clock. The chase of the submersible was abandoned after she had passed the Virginia line into Maryland waters.

Collector of Customs Norman Hamilton, of Norfolk, in a statement issued as soon as he left the Onondaga, declared that Captain Chiswell, commander of the cutter, undertook the pursuit of the Deutschland at his request to ascertain if the craft intended to remain in the waters of the Chesapeake Bay, over which Mr. Hamilton has jurisdiction. Mr. Hamilton declared that it was his intention to board the submarine in an official capacity, as customers officer, had she remained

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RUSSIANS PILE UP GAIN AFTER GAIN

Delatyn Railroad Junction Occupied, Cutting Off Bothmer From His Supply Base.

BRUSILLOFF IS ADVANCING

German Forces in the Region Between Kovel and Stokhod River Reported Retiring in Disorder, Pursued by Russians.

London, July 9.—The Russians on the eastern front are going from success to success and for the time that theatre of war is overshadowing the western front from the spectacular view point. Not only has General Letchisky, in the south, occupied the railroad junction at Delatyn, west of Kolomea, thus cutting off General Von Bothmer from his supply base, but General Brusilloff, in the north, is making surprising advances on both sides of the Kovel railway toward the Stokhod river.

Tonight's Russian communication reports the enemy forces in this region retiring in great disorder and adds that the Russians have occupied Huleviche, about 24 miles to the east of Kovel, while apparently the Russians are across the Stokhod river somewhere in the region of Janovka.

German possession of Baronvichi and Kovel are absolutely essential if she is to retain her hold over the invaded parts of Poland and Lithuania but it is considered likely that it is only a matter of a few days before the Russians will be in possession of Kovel which would compel Von Linsingen's retirement from the Lutsk salient.

GERMAN TRENCHES TAKEN BY FRENCH

Positions Over Two and Half Miles Front Are Captured to the East of Flaucourt.

BIACHES TAKEN BY STORM

German Heavy Guns More Active Than Every Along the British Front. Russians Sweep on With Increasing Power.

The French have returned to the offensive south of the Somme and have captured German trenches over a distance of about two and a half miles east of Flaucourt, and to a depth ranging from about two-thirds of a mile to a mile and a third. They also captured by storm the village of Biaches.

The British have been engaged in fierce fighting in the neighborhood of Ovillers, where, the statement from the British war office says, they have again made "steady progress in the face of stubborn opposition.

The German heavy guns have been bombarding all along the British front more actively than ever, and the Germans in two violent attacks have made a desperate effort to re-take the positions captured by the British Saturday near the Trones wood. Both attacks came under a severe and effective fire from the British guns and, the British assert, completely broke down.

Regarding these operations German headquarters, while admitting the loss of Germans in the Hardecourt village, declares that both British and French attacks were repelled with very heavy

(Continued on Page Two.)

MERCHANT OR WAR VESSEL IS FIRST TO BE DETERMINED

As Purely Commercial Ship, the Deutschland Would be Free to Enter and Leave Port.

TO MAKE SURVEY OF CRAFT

State Department Disposed to Accept Reported Statement of the German Captain.

Washington, July 9.—The first concern of the United States in the arrival of the German super-submarine Deutschland is to determine whether the submersible is properly a merchant vessel or whether under any interpretation of the principles of international law she could be classed as a warship.

Nothing but an examination of the submarine itself with a survey of her armament, if any, and the composition and character of her crew can settle the point. This will be made by the State Department and the customs authorities as soon as the ship puts into Baltimore.

Which ever way the issue is decided new questions of international law are almost sure to be added to the many which the war has produced for the United States.

As a warship the Deutschland would be required to leave an American port within 24 hours of her arrival, unless additional time was required to make her seaworthy.

Free as Merchant Ship.

As purely a commercial ship she would be as free to enter and leave American ports as any other and this government would have no concern in the novel manner of her coming or the fact that the ingenuity and daring of the German admiralty had been able to get a ship through the allied blockade. If she should venture to return to Germany, the submarine would enjoy protection of the United States within the three mile limit. If she should fall a prey to hostile warships on the high seas the concern of this government, in its stand for the safety of peaceful commercial ships, would be governed entirely by the conduct and character of the submarine itself precisely as if she sailed wholly above the water.

Based on such information as it had to hand tonight the State Department officials were disposed to accept the statement of the German captain that his is a merchant ship. If the submarine flies a merchant flag; if she is manned by a civilian crew; if she carries no offensive armament and is plainly engaged in commerce it is not regarded as necessary that any question shall be put to the diplomatic branch of the government by the customs authorities.

Position Well Established.

The State Department has well established its position on the question of offensive and defensive armament on merchant ships.

It is supposed that the Deutschland does carry some guns, but if they are of the type usually mounted on submarines they are of comparatively light calibre, and probably will not fall under the ban, unless it is developed that the guns can be trained ahead, instead of only aft.

The presence of torpedo tubes if there are any, might present a new problem but the officials are disposed to regard them as not sufficient in themselves to stamp the vessel as a warship unless there is carried a supply of torpedoes.

One point of much interest to officials here is the ownership of the Deutschland, which may have a great deal to do with her status. If it should appear that the ship is owned and operated by the German government that fact might cause officials to regard her as partaking of the character of a naval auxiliary. If any question arises as to the exact character of the ship due time may be taken by the port officials to determine them, particularly if recourse to the courts becomes necessary.

Allied Diplomats May Protest.

The attitude of the British and French governments is uncertain. The embassies of those governments in Washington have been alert for some time for the approach of the vessel. It is probable that they will allow no oportunity to pass to hinder or prevent the departure of the Deutschland and that they will seek legal grounds for detaining her. Close scrutiny will be made of the location of the guns on the submarine, if she carries any, and objection may be expected if they are capable of being aimed forward and thus used to pursue a merchant ship.

It is recalled that the large German submarine which arrived at Cartagena, Spain, several weeks ago, making the pioneer cruise of this character for a submarine, though nominally on a peaceful mission, was alleged to have attacked and sunk at least one merchant vessel, if not more, on her return cruise. On the possibility that the Deutschland might also attack shipping some officials rather expect a protest against the clearance of the vessel.

Summarizing the situation from an official point of view it will be in order first for the customs colector at Baltimore to pass upon the character of the Deutschland when she is boarded by American officials, probably tomorrow morning. If he should hold that she is a warship a protest is expected from German officials. If the collector should decide that the Deutschland is a merchant ship pure and simple a protest may be expected from the British and French embassies against her clearance.

In either case the collector, through

(Continued on Page Two).

SITUATION UNCHANGED IN STREET CAR STRIKE; NO SETTLEMENT AS YET

Citizens' Committee in Continuous Session Practically All Day.

HOPEFUL, NOT OPTIMISTIC

That Was the Situation Last Night Upon Adjournment.

NO DISORDERS REPORTED

Carmen and Committee Probably Meet Again Today.

After havings been practically in continuous session from 11 o'clock yesterday morning until 11 o'clock last night, hearing proposals and counter-proposals from both sides to the controversy, the citizens' committee, recently constituted under a resolution of city council, is apparently no nearer a settlement of the differences between the Tidewater Power Company and its striking motormen and conductors in Wilmington than it was at the beginning of the hearings two days ago.

"Still hopeful, but not optimistic," was the way Rev. T. P. Noe, chairman of the citizens' committee, described the situation after the committee had taken a recess subject to his further call last night a few minutes after 11 o'clock. After a day of ceaseless energy in an effort to effect some sort of reconciliation between the men and the company, recessing only half an hour for dinner and supper, members of the committee reluctantly announced that there did not seem much hope of an immediate settlement of the trouble.

In the meantime all day yesterday and last night the strike situation in the city was unchanged and there was no violence or disorder. City cars were operated under military guard until 7 o'clock last evening when they were taken off the line as on the night before. The suburban cars, however, were operated during the day and until 12 o'clock last night under the usual schedule.

There were no developments during the day in the protest from the mass meeting Saturday night against the presence of the out-of-town military in the city, the resolutions having been telegraphed to Governor Craig at Raleigh. The Governor, however, was out of the city and the telegram was undelivered unless it was forwarded to him in Asheville where he has been spending some days. It was expressed as the general belief, however, that no change would be made in the military situation, at least for the present, or, until the peace negotiations have been concluded.

Public Awaiting the News.

The deliberations of the citizens' committee all during the day and last night were followed by the public with much interest and keenest hopes were expressed in the possible outcome of the differences. Several times, it was reported that all but an agreement had been reached and members of the committee themselves were of the same opinion, but at the last minute it would seem that something would occur that would upset all that had been accomplished. The carmen's union was in session from 6 o'clock until after 8 o'clock last night, hearing representations from the citizens' committee, but all that was apparently accomplished was the submission of a counter-proposal, which the citizens' committee took up at a third session, beginning at 9 o'clock last night and lasting until 11 p. m. This counter-proposal would not be accepted by the company and the matter stood in that way when the committee adjourned subject to call of the chairman. The carmen adjourned their meeting shortly after 8 o'clock and Mr. Ben Commons, the national representative of the Union, stated that the counter proposal which they submitted and which was subsequently declined by the company at the late session was the Union's final word on the controversy. The company, after making some concessions, was apparently standing just as pat.

Morning Session of Committee.

When the citizens' committee met yesterday morning, Chairman Noe read the following letter and accompanying statement from himself as chairman of the committee, and former employes of the Tidewater Power Co., giving the status of negotiations to that time:

Mr. Hugh MacRae, President Tidewater Power Co., Wilmington, N. C.

Dear Mr. MacRae: At a conference yesterday between you and certain members of the Citizens' Committee, relative to the matters in controversy between your company and certain employes of the company, we presented a letter from the employes, a copy of which is hereto attached in which they acknowledged the former fair treatment of your company, even to the extent of conceding fifteen out of sixteen of the things asked for by their Union and including a trial recognition of their Union, the one point being declined because it involved a principle of management that, in your judgment, did not admit of divided authority, since only one party was held financially and lawfully responsible; they acknowledged further that, but for failure to be properly informed and advised, there was every reason to believe that all their contentions would have been granted; and after expressing deep regret for embarrassment and loss to the company, they asked to be reinstated with a standing as of July 1, accepting the terms of Exhibit B, (which was your tentative offer to them prior to their precipitating a contest), with slight modifications, pledging at the time loyal and faithful

(Continued on Page Three.)

J. O. CARR APPEARS TO HAVE THE ADVANTAGE

Simmons Expected to Make Recommendation This Week.

National Committeeman McLean Says He Would Not Accept the District Attorneyship—Has Endorsed Carr.

(Special Star Telegram.)

Washington, July 9.—Before the end of the week it is expected that Senator Simmons will have recommended a man for District Attorney to succeed Francis D. Winston, who has resigned. J. O. Carr appears to have the inside track at this time and may get the place, thereby demolishing the slate which would have put J. W. Bailey in as district attorney; W. T. Dortch collector, and Joe F. Tayloe, marshall.

National Committeeman A. W. McLean does not want the place. In conversation with the writer today Mr. McLean declared that he would not take the district attorneyship under any circumstances and called attention to the fact hat he was one of the lawyers of Lumberton who had indorsed Mr. Carr. The fact that McLean would not have the job was carried in this correspondence Saturday morning. Mr. McLean spent a couple of hours here today. He came over from Baltimore and talked with Senator Simmons at his Cleveland park residence. Mr. McLean will be in New York and Baltimore nearly all of this week, where he is engaged in making arrangements to collect a Wilson campaign fund for the coming campaign.

The presence here yesterday of E. L. Travis, Frank C. Spruill, of Rocky Mount, brother-in-law of Judge Winston; J. M. Matthews, of Windsor;

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LEADERS DESIGNED TO PROSPECT OF REMAINING IN SESSION UNTIL FALL, IF NECESSARY, TO PASS ADMINISTRATION MEASURES.

Democrats in Congress Are Uniting Their Forces So as to Press An Early Vote.

ADJOURNMENT IS DELAYED

Washington, July 9.—Democrats in Congress are uniting their forces to compel early action on the army and navy appropriation bills, the revenue measure and the government shipping bill which are the most important legislative measures remaining on the administration programme.

The National defense appropriations, the totals of which, as they passed the House, have been vastly increased by Senate committees are certain to meet stubborn resistance in conference. It also is certain that the Shipping bill will encounter persistent Republican opposition in the Senate. These prospects have upset all adjournment predictions in the Senate. The prospects have upset all adjournment predictions and administration leaders are resigned to the prospect of remaining here if necessary until fall despite the national political campaign.

When Senate Democrats in caucus yesterday determined to press the shipping bill and amended it in order to satisfy members of their own party who had been in revolt, they served notice on the Republicans that their challenge of a filibuster had been accepted. Now that there are assurances of enough votes to pass the bill without Republican help, however, the Republican threat of a filibuster is not taken so seriously by Democratic leaders. The Senate will begin work on the navy bill this week as soon as the Agricultural Appropriation bill is passed.

The administration's revenue bill, designed to produce $197,000,000 next year from an increased sur-tax on incomes and taxes on inheritances and on profits will be voted on late tomorrow. Several minor amendments were agreed to at a meeting of the Ways and Means committee Democrats today. So far debate on the measure has been mainly political speech making.

With the advance of the political campaigns, amendments to the so-called corrupt practices law are in contemplation in both Houses. The Owens bill, reported from the Senate Elections committee, and the Rucker bill, reported from the House Elections committee, propose to restrict the aggregate expenditure of candidates for United States senator to $5,000 each and for representatives half that amount. They prescribe that a presidential and a vice presidential candidate shall expend not exceeding $50,000 and $25,000 respectively.

The conference report on the Rivers and Harbors Appropriation bill will be called up in the House early this week, and later in the Senate.

IN THE REALM OF SPORTS

SUPERBAS AND REDS EACH CAPTURE GAME

Brooklyn Shut Out in First, but Swamps Cincinnati in Second.

Braves Hit Vaughn Opportunely and Defeat the Cubs Five to One. Cardinals Beat Phillies Eight to Six.

RESULTS YESTERDAY
At Cincinnati 3-3; Brooklyn 0-10.
At Chicago 1; Boston 5.
At St. Louis 8; Philadelphia 6.
No other scheduled.

WHERE THEY PLAY TODAY
Philadelphia at St. Louis.
Boston at Chicago.
Brooklyn at Cincinnati.
New York at Pittsburg.

STANDING OF THE CLUBC.

	W	L	Pct.
Brooklyn	42	26	.618
Philadelphia	37	30	.552
Boston	35	29	.547
Chicago	36	38	.486
New York	32	34	.485
Pittsburg	32	37	.464
St. Louis	34	41	.453
Cincinnati	30	43	.411

Cincinnati, July 9.—Brooklyn and Cincinnati broke even in a double header today, the local team taking the first 3 to 0 and the visitors the second, 10 to 3. In the first game Tony allowed only four htis, Cutshaw getting three.

The second game was a one-sided exhibition, the local team trying out two new pitchers, Bluejacket and Twining.

Brooklyn ....., 000 000 000—0 4 1
Cincinnati ..... 102 000 000—3 5 0
Coombs and Miller; Toney and Wingo.
Second game:
Brooklyn ..... 202 003 003—10 14 0
Cincinnati ..... 101 100 000— 3 9 1
Marquard and Meyers; Bluejacket, Moseley, Twining and Clarke.

Chicago, July 9.—Boston hit Vaughn opportunely today and defeated Chicago by five to one, Nehf holding the locals to five scattered hits. Vaughn, Lavender and Seaton each pitched three innings.

Boston ..... 012 000 020—5 11 0
Chicago ..... 000 100 000—1 5 2
Nehf and Gowdy; Vaughn, Lavender, Seaton and Fischer.

St. Louis, July 9.—St. Louis defeated Philadelphia, 8 to 6. Two triples, two doubles and four singles were made off Demaree before he was withdrawn in the seventh inning.

Philadelphia ..... 102 100 002—6 11 1
St. Louis ..... 000 300 50*—8 8 3
Demaree, Mayer and Burns; Ames, Meadows, Williams and Wilson, Gonzales.

AMERICAN LEAGUE.

RESULTS YESTERDAY
No games scheduled.

WHERE THEY PLAY TODAY
Detroit at Washington.
At St. Louis at Philadelphia.
Cleveland at New York.
Chicago at Boston.

STANDING OF THE CLUBS

	W	L	Pct.
New York	43	28	.606
Cleveland	41	31	.569
Boston	39	32	.549
Chicago	38	32	.543
Washington	38	34	.528
Detroit	38	36	.514
St. Louis	31	42	.425
Philadelphia	17	50	.254

MINOR LEAGUES.

SOUTHERN ASSOCIATION.
At Memphis, 3; Atlanta, 1.
At Mobile, 5—3; Little Rock, 6—4.
At New Orleans, 0; Birmingham, 1.
At Nashville-Chattanooga, rain.

AMERICAN ASSOCIATION.
At Columbus, 2—2; Kansas City, 3—1.
At Louisville, 3—3; Minneapolis, 8—0.
At Indianapolis, 4—1; St. Paul, 1—3.

INTERNATIONAL LEAGUE.
At Montreal, 14—13; Baltimore, 4—3.

SOUTH ATLANTIC LEAGUE.
At Montgomery-Jacksonville, rain.
Only one scheduled.

SAME OLD UNCERTAINTY IS EVIDENT IN VIRGINIA LEAGUE

Rocky Mount, N. C., July 9.—With the second half season but a week old, the same old uncertainty of the first half season has asserted itself. While each club has been successful in getting off for a percentage all right the two formidable aspirants for first place in the first half are asserting their claims in the second, namely, Newport News and Portsmouth. Every club in the league is struggling to have a look in at the final wind up, and there is a mighty strengthening in most every quarter. Especially is this true at Hopewell where the newest manager in the league, Jim Barnette, is rapidly rebuilding the Powder Puffs into a formidable machine. During the week Rocky Mount has drawn via the purchase route the hardest hitting outfielder in the Ohio State League while at third base the veteran Goosetree of last year's winners has passed and carroll, a Texas leaguer, has taken over the job.

EMERSON AND HARDY WIN IN SOUTHERN TENNIS FINALS

Memphis, Tenn., July 9.—Nat Emerson and Lew. Hardy, of Memphis, defeated Douglas Watters and J. H. Bruns, of New Orleans, here today for the doubles championship of the South, 1-6, 6-4, 9-7, 1-6, 6-4, in the finals of the tournament of the Southern Tennis Association. The winners will compete for the inter sectional championship at Chicago in August.

In the woman's singles Miss Ethlyn Legendre, of New Orleans, won the championship of the south by defeating Miss Irving Murphy, of New Orleans, 6-4, 5-7. Miss Murphy was champion last year.

BROOKLYN TAKES THE LEAD IN THE NATIONAL

New York is at Top of Column in the American League.

Cleveland About Holds Its Own During the Week—White Sox Slip Back While the Red Sox Move Forward.

New York, July 9. — Mid-season in the Major Leagues finds Brooklyn, a pennant winner 16 years ago, in first place in the National League and New York, several times a contender but never a winner, leading in the American. Their margins are not great, and even a week may bring a change.

The Yankees maintained their winning gait the past week, taking two out of three from Chicago. Earlier in the week New York took three out of four games from Washington. Donovan's men were favored with good pitching, timely batting and fine fielding.

Cleveland, the sensation of the first half of the year, about held its own during the week, and notwithstanding some in and out pitching, appear to be able to keep up a first division pace.

Chicago slipped back to fourth place, Boston, by winning five of its six games, went ahead of both Washington and Chicago. The Red Sox made only two errors in the six games. Washington, as in previous years a prominent contender for the first half of the season, now is slipping back into the second division.

Brooklyn, by winning all of its five games, improved its position at the head of the National organization. The Superbas won three games from New York, and began the second western trip with two victories.

Philadelphia and Boston had a lively battle for second place during the week, but the league champions held the coveted place at the close. Boston was in second place for one day, and still is close to the Phillies. Chicago, with five victories and one defeat, moved into the first division, passing New York and Pittsburg. As on its first trip, New York began with a victory over Pittsburgh, in the first game, but lost the second, their first defeat in the west this season. The Pirates fell back to sixth place. Packard, Chicago Nationals, with a one-hit victory over Boston Friday, made the best pitching record of the week. Three-hit games were by Coombs, Brooklyn; Rixey, Philadelphia Nationals; Caldwell, New York Americans, and Boland, Detroit.

SERBIAN ARMY TRANSPORTED WITHOUT A SINGLE MISHAP

Reuter Correspondent Writes of Wonderful Feat of the Allies.

London, July 9.—The Reuter correspondent at Saloniki, writes of the successful transport of the Serbian army from Corfu to Saloniki:

"The Allies have another wonderful feat to their credit. Over a hundred thousand men have been brought through seas infested with submarines with never a single mishap or the loss of one man. It is an astounding performance especially if we take into consideration the means the enemy undoubtedly possessed by knowing all about every departure and the zeal with which the Austrian U-boats particularly must have sought the prize of a transport. But in spite of their vigilance and their daring and their ruthlessness they have not been able to interfere with the steady flow of troops which has poured into Saloniki regularly, methodically and unceasingly for the past four weeks

"The vessels have been entirely French transports and great praise is due to skippers and crews for the manner in which they have accomplished their duties, but both French and Serbians gladly and gratefully recognize that their achievement would not have been possible without the British navy; that only the constant vigil and unceasing patrolling of our warships has made these Mediterranean seaways clear and safe.

"Over a hundred thousand Serbians are now encamped on the plains and in the valleys somewhere near Saloniki. A fine lot of men they are. Perhaps it has been a case of the survival of the fittest, but these tall, thick-set fellows show no traces of the hardships and sufferings of the retreat and exposure in Albania. Four months recuperation in Corfu has sloughed away all marks of sickness, toil and privation. These Serbian soldiers look fit to go anywhere and do anything. And the men are as eager as they are fit. It is a new born army, and entirely re-equipped with new French and British uniforms, the men look exceedingly smart and soldier-like. Very proud of their new clothes, especially of the general service buttons on the British uniforms. It speaks well for the moral stamina of a people that can come through such trials without losing courage or becoming embittered. These soldiers are as cheerful and confident as though the tragic past were not, or had never been. Artless, good-natured and genuine, their faith in their great allies is implicit. They are sad when they think of their homes in Serbia and of the women and children they have left behind. Few have heard anything from their families for over six months. But there is a grim determination about them and an enthusiasm at the thought of an advance on their enemies."

J. O. CARR APPEARS TO HAVE THE ADVANTAGE

(Continued From Page One).

Larry I. Moore, of New Bern, who was North Carolina's member of the committee on platforms and resolutions at the St. Louis convention, and J. T. Lassiter, of Rocky Mount, was responsible for a rumor that a entirely new deal with reference to the district attorneyship would be made and 'that neither Carr nor Bailey would be selected. It is believed, however that Carr has the best chance just now. But should he fail Josiah is more than likely to land the treasured prize.

P. R. A.

TANLAC ENABLES HER HUSBAND TO RESUME HIS WORK

Mrs. A. Luvisa Says: "Tanlac Has Done Him More Good Than All the Other Medicines He Has Taken Put Together."

"Why shouldn't I want to recommend Tanlac? Hasn't it done so much good for my husband that he is able to work again?" Mrs. A. Luvisa queried of the Tanlac Man. And then she told this story:

"My husband suffered from nervousness and constipation for the past two years. More than 18 months ago I was sick and he had to look after all the children and tend to his work, too. Since then, his ills grew worse. He was so nervous that the least noise would aggravate him, and he continued worse right along. He was terribly constipated and, of course, had no real appetite. Sleeplessness added to his worry.

"Finally, he suffered the loss of memory. This misfortune necessitated the giving up of his work. It was then that I heard about and got Tanlac. Since taking the full treatment of six bottles Mr. Luvisa has improved so, and in every way, that he is able to work again. He is no longer constipated; he sleeps well all night long; nervousness has disappeared; his memory has restored itself and he can remember as well now as ever; he is stronger in every way, and altogether a different man.

"Tanlac has done my husband more good than all the medicines he has ever taken put together, and that is a good deal. I am only glad of the opportunity to offer my story for publication that others may be helped as my husband was through this great reconstructive tonic," concluded Mrs. Luvisa, who lives at 904 West Second street, Charlotte.

Tanlac is sold in Wilmington only at the Bellamy Drug Store, where the Tanlac Man explains its merits daily; Burgaw, C. L. Halstead; Rocky Point, A. N. Rhodes & Co; Magnolia, J. L. Southall; Southport, Watson's Pharmacy; Supply, G. W. Kirby; New Bern, Bradham Drug Co. Each town has its Tanlac druggist.—adv.

GERMAN TRENCHES TAKEN BY FRENCH

(Continued From Page One).

losses to the attackers at other points.

The losses on all sides doubtless are heavy and the casualty list for the last four days reports 628 British officers wounded or missing.

The drive of the Russian armies along the whole of the eastern front is apparently sweeping on with increasing power. The Russians have crossed the Stokhod river in their operations against the town of Kovla, a most important strategetical point, and have captured a number of villages along the line of the Kovel-Sarny railroad. Petrograd says the Stokhod has been crossed at Rgli, a few miles south of the railroad, but the Austrian official statement makes mention of fighting at Stoychwa, which indicates that the Russians have crossed the river about 30 miles northeast of Kovel. The Russian line, therefore, in this region evidently is very extended.

The Associated Press correspondent at Petrograd says that a surprise attack delivered along th eSarny-Kovel line while the Austro-Germans were engaged in defending the Rovno-Kovel line, netted a clear advance to the Russians of 15 miles. Official Russian dispatches say that on the lower Stokhod the Teutonic forces are retiring in great disorder.

The Austrians have not only been successful in resisting the Russian advance in southern Bukowina, which crownland the Russians hoped soon to clear of their adversaries, but, undertaking an offensive, have succeeding in forcing their way across the Moldava river. The Austrian artillery also has been very active against the Italians along the Isonzo front.

GERMAN POSITIONS ON FRONT OF FOUR KILOMETERS TAKEN

Paris, July 9. — The French have carried German positions east of Flaucourt on a front of four kilometres, and to a depth of from 1 to 2 kilometres. They also have captured the village of Biaches, according to the official statement by the war office today. The statement follows:

"North of the Somme nothing of importance occurred.

"South of the Somme we took the offensive during the day east of Flaucourt on a front of about four kilometers, from the river to the north of Belloy-En-Santerre. On the whole line attacked our troops carried enemy positions to a depth of from 1 to 2 kilometres. We carried by assault the village of Biaches and have established our position on a line from this village to the environments of Barleux. In the course of these actions we took 300 prisoners.

"On both banks of the Meuse there was spirited artillery action, notably in the sectors of Feury and Fumin wood.

"The operations on the Somme front, from July 1 to 7, resulted in the capture by us of more than 9,500 prisoners. Among the important war material that we took we have counted up to today 76 cannon and several hundred machine guns."

Belgian communication:

"There were very lively artillery duels in different sectors in the region of Dixmude. In several places the German batteries were reduced to silence. We successfully resumed a destructive bombardment against the enemy works east of Steenstraete. The Germans made desperate efforts to silence our guns and provoke a struggle with bombs which ended to our advantage."

An official statement issued early in the day said:

"On both sides of the Somme the night passed quietly. The total number of prisoners which we captured yesterday during the attack on Flaucourt is 633, of whom 10 are officers.

"On the front north of Verdun enemy maintained a rather violent bardment of the sectors of Ch court, Feury and the Damloup h

"West of the forest of Apremo Germans undertook two surpri tacks against our positions at Cro Jean. A detachment which was penetrate one of our trenches w pelled immediately by our grenadiers. The other detachment was dispersed before it was able to reach our lines.

"In the Vosges, after a lively bombardment, the enemy yesterday attacked one of our positions south of the pass of Sainte Marie. The attack was broken up by our fire. During the night we carried out successfully a minor operation at Sudel, north of Hartmann Weilerkopf, and brought back 14 prisoners and one machine gun."

RAILWAY TOWN OF DELATYN CAPTURED BY THE RUSSIANS

Petrograd, July 4, (via London, July 9.)—Important gains by the Russians are announced in the war office statement of today. In Southern Galicia, the railway town of Delatyn has been captured. In the drive toward Kovel the Russians have taken. In lower Stokhod the Teutonic forces are retiring in great disorder. The announcement follows:

"Our offensive on the lower Stokhod continues. The enemy is retiring in great disorder.

"South of the Saryny-Kovel railway, the villages of Goulevitchi and Kachova have been occupied after fighting. Further south there are fires everywhere in the region of the villages of Arsenovitchi, Janovka and Douchtch.

"In Southern Galicia General Litchitzsky occupied Delatyn yesterday after very violent fighting. Delatyn is a railway junction of great importance. Depots of war material, steel shields, grenades, cartridges, iron and wire, abandoned by the enemy, have been captured at many points.

"In the sector east and northeast of Baranovichi, very likely fighting continued. The enemy is offering desperate resistance.

"In the Caucasus on the night of July 6-7 in the region south of the town of Platana, the Turks made attacks which were repulsed by our fire. West of the Erzerum line we captured an entire line of fortified positions, taking prisoner 67 officers, two of whom were regimental commanders and one of whom was a battery commander. We also captured 799 men, seven machine guns and one cannon."

FURTHER PROGRESS FOR BRITISH IN SOMME REGION

London, July 9.—Fighting between the Ancre and Somme rivers continued last night although with less violence than during the preceding two days. The war office announced today that further progress had been made by the British near Ovilliers and that in another sector a group of defended buildings had been captured. The statement follows:

"Last night between the Ancre and the Somme the fighting was considerably less violent than during the two days. We made further progress in the neighborhood of Ovillers and in another sector captured a group of defended buildings.

"The Germans made no further attempts to re-capture their lost positions held by us.

"Near Givenchy we successfully sprang three mines. Further north, after heavy bombardment of a portion of the sector held by New Zealanders a strong hostile local attack succeeded in entering our trenches at one point. After half an hour's fighting, the enemy was ejected by the New Zealanders, leaving many German dead in our trenches.

"There was no incident of importance on the rest of the front."

BERLIN ADMITS LOSS OF GROUND AT HARDECOURT

Berlin, July 9, (via London, 4:30 p. m.—Heavy fighting continues on the Somme front, the war office report of today says. The Germans lost ground in Hardecourt village but repelled other assaults, inflicting heavy losses on the Entente Allies. The announcement follows:

"North of the Somme British and French attacks continued. Attacks on the front between Ovillers and Mametz wood and also on both sides of Hardecourt, were all repulsed with heavy losses for the assailants. The enemy made six advances on the Bois De Trones with no success. He succeeded in penetrating Hardecourt village.

"South of the Somme the French increased their artillery fire until it reached the greatest violence. Local advances were attempted and failed.

"On the remainder of the front there were violent artillery encounters, discharges of gas by the enemy and patrol fighting. As a result of the patrol engagements we took some prisoners east of Armentierres at Apremont wood and west of Markirch.

"Near Miraumont, Lieutenant Mulzer shot down a British super-battle plane. The Emperor has bestowed upon this flight officer the Order Four Le Merite in recognition of his accomplishments. An enemy aeroplane was brought down southeast of Arras by the fire of our anti-aircraft guns. Another aeroplane after an aerial battle southwest of Arras, came down on the other side of the enemy's lines. It was destroyed by artillery fire."

BORDER ARMY NOW OVER 70,000 AND IS INCREASING

Will Be Put Under Rigid Discipline and Training This Week.

San Antonio, Texas, July 9.—Numbering now more than 70,000 and still increasing, the border army will be subjected this week, to such discipline and training as the staff here regards necessary for converting it into an efficient fighting machine.

The reported raid at Boquillas yesterday gave General Funston and his staff some concern until today, when he received a report from Colonel Gaston, commanding the Big Bend district, saying three Americans, N. O. McKnight, Austin Swasey and Roy Swasey were held up by two Mexicans some miles south of the Rio Grande.

They escaped and telephoned to the American side from a mine on the Mexican side at the first opportunity.

Austin and Roy Swasey are two of the men captured by Mexicans at the time of the Glenn Springs raid, several weeks ago.

MERCHANT OR WAR VESSEL IS FIRST TO BE DETERMINED

(Continued From Page One).

the Treasury Department, doubtless would refer the question to the State Department and then the unique case probably would be referred to the neutrality board.

ATTENTION

CAROLINA YACHT CLUB.

Members are hereby notified that in... to secure Court Room and other ... conditions the Special meeting ... for Monday night, July 10th, has ... indefinitely postponed. Members ... receive due and timely notice of ... date.

... order of the Governing Board.

R. G. RANKIN, Purser.

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THEATRICAL

It is indeed a masterful Triangle drama that heads today's bill at the Royal, one of the most splendid productions that has ever been produced by the Triangle organization. It is a marvelous five-act filmization of Alexander Dumas' great novel and drama, "The Three Musketeers," under the film name of "D'Artagnan," and it has been carried out in faithful detail, with some of the most gorgeous scenic effects ever employed in a motion picture production.

Gorgeous in the extreme, "D'Artagnan" promises to make the greatest hit of any photoplay ever presented in Wilmington, as it has done everywhere in the big cities where it has been presented already. It's scenic vesture is the most spectacular, and the faithfulness with which this marvelous story is told on the films will surprise even those who are very familiar with the story.

Starring in this great film masterpiece is an even half dozen of the biggest stars with Triangle, headed by Orrin Johnson, one of the most forceful dramatic artists of the day. He is surrounded by a notable support, including several of the prettiest leading ladies with Triangle, including Dorothy Dalton and Rhea Mitchell. Also seen in the cast is Arthur Maude, himself one of the most forceful leading stars in movies, and Walt Whitman.

The Triangle for today is another great scream—"Fido's Fate" in two reels, starring inimitable Chas. Murray of old and new Keystone fame, with a supporting cast including some pretty "Keystonettes."

Big Week at the Bijou.

Here comes the Bijou as usual, starting off a big week that gets bigger all the way through until Saturday is reached. That's an actual fact and not idle boast. If you see today's show you will witness one of the best pictures you ever saw, and Tuesday's is still better; Wednesday's is one of the biggest the Bijou ever presented, and right on through all the way until Saturday.

Today's big bill is headed by a mammoth three-reel Imp mystery drama, "Behind the Secret Panel," starring Paul Panzer, William Welsh and a bunch of big stars, one of the most enthralling stories of mystery, intrigue,

BLANCHE SWEET,
Starring in the Paramount Feature, "The Thousand Dollar Husband," at the Grand Today.

adventure and love ever filmed by Universal. All Imp photoplays are good—if you have ever noticed it, but this one is one of the most spectacularly thrilling dramas you hae ever witnessed.

"Romance and Random" is a great single reel feature, starring those two great favorites, Rupert Julian and Elsie Jane Wilson, a comedy drama with one of the most unique turns you ever saw in a photoplay.

It's a big bill today; and when you are down town don't forget to stop at the Bijou, cool off and see a good show. And by the way, that new Four Thousand Dollar Seeburg Orchestra is the prettiest music ever heard in Wilmington.

Wednesday comes "Tom and Jerry—They're Funny" and you'll agree with us when you see them.

Helen Holmes Again.

All that is dainty and daring, child of the railroad, daughter of the desert, idol of artists and loved by her millions of followers, Helen Holmes is admittedly the most famous of emotional screen actresses. In her rare type of beauty, coupled with her winsomeness, her ability, her magnetism and the ease with which she interprets the serious roles assigned her, there is an appeal that reaches out from the screen and lures picture fans by the thousand to worship at her shrine of popularity.

And there are many hundred of her admirers in Wilmington who will welcome her return to the Grand next Tuesday the first time since the close of "The Girl and the Game." And she comes in a role similar to that portrayed before, as the leading character in "Whispering Smith," a novel by Frank H. Spearman, author of "The Girl and the Game." It is one of the most successful works of fiction of recent years and the film version of the thrilling story, giving patrons the entire contents of a fifteen-week serial all at one time, bids afir to rival the written novel. The same cast as in the "The Girl and the Game" support Miss Holmes and the production is in six reels.

"The Thousand Dollar Husband"

In all of her previous Lasky productions Blanche Sweet has had husbands thrust upon her. She has been pursued by hundreds of admirers and had many at her feet, but in her forthcoming production, "The Thousand Dollar Husband," which will be seen at the Grand today, she buys a husband and, strange as it may seem, the purchaser does not welcome the sale. In this production, Miss Sweet is first seen as a Swedish maid of all work in a college boarding house. She is madly in love with one of the students and when she suddenly becomes wealthy, and the young man faces ruin, she offers to pay his debt if he will marry her. How the wealthy bride of the loveless marriage is set upon by a band of crooks, and how she is eventually saved and wins the love of her husband goes to make one of the most unusual photo-dramas ever presented. The Jesse L. Lasky company has surrounded Miss Sweet with a cast of unusual excellence, including Theodore Roberts, Tom Forman, Jane Wolff, Horace B. Carpenter Lucile La Varney and others. It is a Paramount Programme release.

"The Spoilers" Next Thursday.

When it comes to pictorial production of Rex Beach's masterpiece of fiction, "The Spoilers," Wm. N. Selig gave carte blanche to all associated with the enterprise, to spare neither time nor expense to secure the best results possible. Producer Colin Campbell took his task very literally and seriously, bringing forward every detail distinctly and with exactitude. In the original outlay he filmed 14,500 feet, making in all 232,000 distinct photographs of the big moving story that restlessly drifts from Washington to the far-flung city of Nome, on the Bering Sea. Then began the work of most careful curtailing to reduce it to a normal size, practicable for an evening's entertainment. This scale finally settled upon nine reels, giving a grand aggregate of 144,000 distinct pictures, which seemed sufficient to cover the action of the work from prologue to finale with a firm, spirited grasp upon scene and situation. Primarily a cast of unusual strength and calibre was secured, selected with a view to make the characters register impressively as soon as introduced. Studied care and unusual liberality was exercised to give the actual atmosphere and the real environment, so that the action should retain its integrity at all times. This stupendous attraction will be seen here at the Royal next Thursday.

INSPECT NAVAL MILITIA

Lieutenant Inspector London to Reach New Bern Today.

(Special Star Correspondence.)

New Bern, N. C., July 9.—Lieutenant Inspector J. J. London, of the United States navy, will arrive in the city on Monday and on Monday night will make an inspection of the local division of the North Carolina naval militia.

The North Carolina militia leave next Saturday for their annual cruise and it is desired to make a final inspection of them before they depart.

The local division is in excellent condition now and will doubtless make an excellent showing.

Kinston, N. C., July 9. — As evidence that there is money in the poultry business in eastern North Carolina, an agricultural expert today pointed out that D. W Hamilton, a citizen of Grainger, near here, shipped in four days of the past week 620 dozen eggs and more than 700 "frying size" chickens, practically all to Norfolk.

Orrin Johnson, Star of the Triangle-Kay Bee Five Part Romance, "D'Artagnan."
Today's Triangle Drama at the Royal.

SITUATION UNCHANGED IN STREET CAR STRIKE; NO SETTLEMENT AS YET

(Continued From Page One).

service, in return for consideration like that the company has given them in the past.

You expressed willingness to accept the statement of the employes and to reinstate all of them, with their former rating as to wages, and to grant all the advantages that they held before the organization, with a guarantee for two years, with any differences arising under these arrangements to be settled by me; both parties agreeing to accept my decision, after investigation had been made into the facts and conditions. You declined to repeat your offer to recognize the Union, as prior to the controversy, because what was then irreparably injured beyond the power of the men to repair convincing you, as previously contended, of the impossibility of a divided management in the transportation department. Further the men publicly affirmed that the Union was formed to secure for them certain rights. If these rights are given to them in advance and through you they would have no further need of an organization.

I am writing now to ask you to state, as you expressed willingness to do, the conditions on which the employes will be received back by the company, in order that we may present this written statement to the men, with the hope of closing this controversy, which has not only worked great hardship and loss to the company but to the whole community.

We believe there is an earnest desire on the part of every one to reach a solution of this difficulty; and you have expressed your willingness, at the earnest request of the committee, to yield points that you had previously felt ought not to be asked of you, in order that this condition, unwisely brought about, might be settled on a permanent basis of peace.

I am hopeful that we may secure the full co-operation of all the employes through the guidance of Mr. Commons, who has been aiding the committee in approaching a solution; and I would like to say that it is the conviction of the committee that there would have been no such situation had the men been wisely guided from the beginning of their organization.

If I have failed to state firmly the situation either from your standpoint or that of the employes, it is due to haste.

Very sincerely,
THOS. P. NOE,
Chairman.

Letters From Employes.

Wilmington, N. C., July 8, 1916.
To the Tidewater Power Company,
Wilmington, N. C.

Gentlemen: We, the employes of the Tidewater Power Company, for some time in controversy with the company over certain features of management, after consultation with the representative of our organization, who is fully informed as to the practical affairs of such transportation companies, realize that our disagreement with the Tidewater Power Company would not have arisen, after their willingness to meet, in effect, all our demands, had we been adequately informed and differently advised.

We realize that the condition resulting from our hasty action has caused serious embarrassment and severe loss to the company, notwithstanding, its previous fair and courteous treatment of our men; and we now ask that the company accept this statement as an explanation of our action and allow us to resume our positions, with a standing such as existed prior to June 1, accepting the conditions stated in Exhibit B, with certain slight modifications as noted in Sections 1 and 13, previously tendered by the company as an acceptable agreement; and we pledge our loyal, faithful and courteous service to the company in return for like treatment towards us; and we will do our best to restore the good will of the community and to make, through our friendly offices, such reparation as we can for the losses that have been caused to the company by our action.

It is understood, however, that, if this is accepted by the company, all men hereto subscribing will be reinstated in the employ of the company with their former rating.

Respectfully subscribed.

Mr. MacRae Replies.

To the letter from Rev. Mr. Noe and the letter from the employes, Mr. MacRae, president of the Tidewater Power Company, early in the afternoon submitted the following reply, embodying his proposition for a return of the men to work, which letter was submitted to Mr. Commons, the national representative of the men. The letter is as follows:

Wilmington, N. C., July 9th, 1916.
"Rev. Thos. P. Noe, Chairman, Wilmington, N. C.

Dear Sir:—Your letter of July 9th has been received and is greatly appreciated. I recognize the arduous duties of your committee and your loyalty to the interests of the community.

Since our conference last night unfounded rumors published in this morning's paper relating to my having seen the Corporation Commissioner, and the actions of a mass meeting last night passing resolutions purporting to express indignation of the community towards my position, have necessarily changed our attitude. Any concession which I might offer to your committee would unquestionably be misunderstood and misinterpreted, and unless it was accepted would result in further injury to our interests where the injury has already been aparently irreparable, by the thoughless acts of these men. It is obvious to the men, and will later be obvious to the public, that they were wrong; and under the circumstances they could not do less than make a complete surrender and in that way show the good faith which they expressed in the memorandum which you have submitted with their letter.

But there is another situation which is beyond our control. We have employed certain new men to operate our system on the published advertised statements that the positions would be permanent. We could not under any circumstances allow the men who come back to our employment, have seniority over the men who have been loyal to us.

By Monday night we expect to have a sufficient number of men in our employ, who are anxious for work, to run the system; and by Wednesday afternoon we expect to be ready to restore the complete operation of all lines. It requires only a few hours to teach an ordinary intelligent man to do this work, and we find an abundance of good men available.

Now, we are anxious to do whatever your committee wants that will prove a practical and permanent solution of this problem; and any solution must carry with it a reasonable assurance that there will never be a similar occurrence.

In order to make it clear that there are no questions between us and the men, and have been no questions that could not easily have been settled, we offer to put all such questions in your hands to be decided for a period of two years, and this would include the matters which affect the interests of the men individually and separately as set forth in Exhibit B—viz., matters of uniform, hours of labor, wages, etc.

As these men have asserted publicly that the original purpose of their organization was to be used to force us to yield these matters, and as it must be obvious that the said organization has failed in its purpose, it goes without saying, that a continuation of the said organization would be on the face of it notice to us that a contest was to be expected at some future time. We proposed you as arbiter in order to avoid the need on the part of the men for a contest or the machinery which they would use in a contest. If the fight is in good faith to be eliminated, the only indication of it which we can accept as sincere would b edomibilization.

Should any settlement be reached with the men, our real troubles—namely those of facing our losses and our injured credit and financial status, must be faced; and if we are to meet sympathetic boycots, or bad feeling from any associates of these men from any direction, a compromise would be both a failure and a farce. For this reason I must submit our case to a large public committee to decide whether it is right or wrong, before we are definitely committed to concessions which in advance of such vindication, would be taken by a large part of the public, on whom we are dependent for business, as a weakness.

In conclusion I beg to say that my disposition indicated to you last night in regard to employing the men again, has not changed. I would like to go as far as it is practicable and expedient in doing this; also as a recognition of your efforts and the request of the committee. But unless the men report at Ninth and Orange streets individually not later than Monday morning at eight o'clock and ask for employment without reservation, and take such runs as are given them, there is nothing we can do. It is obvious that after we are pledged to other men, we can not retrace our steps.

It must be remembered that the men we have employed are not "strike breakers;" but men honestly seeking permanent employment. They have required great moral courage, and they are entitled to our consideration and protection.

At the present time we can not by any arrangement that we can foresee provide employment for more than two-thirds of the men who gave up their positions on July 4th; and we can only promise in good faith to you and your committee to do the very best we can under the circumstances. We would let you see all the facts and know personally our obligations to each of the new men to whom we refer.

The company would have the right in future to select the runs of the men.

Respectfully yours,
HUGH MacRAE.
President Tidewater Power Company.

After receiving the proposition of Mr. MacRae and submitting the same to representatives of the carmen and Mr. Commons, there appeared some question as to just how the agreement as to re-employment would affect the men on strike and to be more definite it was ascertained from officials of the company that under the arrangement proposed by Mr. MacRae, the company would take back into its employ 48 of the men without discrimination, five gas and electric employes and seven as extras , the remaining ten to go o waiting list and be taken back in the employ of the company as early as practicable. It was believed that with this proposition the committee had something tangible to go upon and by invitation the committee, which was in session at the City Hall, went over to the hall of the carmen's union across the street in the I. O. O. F. building and the proposition was strongly urged upon the men by Chairman Noe, and Messrs. John D. Bellamy, J. Allen Taylor, Wm. H. Sprunt and others of the citizens committee as offering a basis of settlement that they believed would work out to the satisfaction of the men. After discussion of the matter until nearly 8 o'clock last night, however, the men by almost unanimous vote, declined to accept the proposition and submitted a counter-proposal as follows:

Wilmington, N. C., July 9, 1916.
Mr. T. P. Noe, Chairman Citizens Committee, City:

Dear Sir:—In order that you may be able to bring to an issue the questions involved, I as the representative of the association will, upon the acceptance by the company, recommend to the men to accept the following:

First. That all employes who are in the service of the company upon June 1, 1916, be re-instated to their former positions without any discrimination.

Second. That the conditions as embodied in Exhibit B, with the exception of the question of recognition shall be inserted in a letter addressed to the committee of citizens.

Third. That all disputes in the future that cannot be adjusted between a committee of the employes and the officers of the company shall be submitted to the Citizens Committee or a sub committee of the Citizens Committee, to whom the letter is addressed, and their finding to be final.

BEN COMMONS,
Fourth Vice-President Carmen's Association.

Mr. Commons' Statement.

Mr. Commons, who is fourth vice-president of the Amalgamated Association of Street Railway Employes, told newspaper men after the conference that he would make a statement an hour later at the Hotel Wilmington, where he is a guest. Seen at the latter hour, Mr. Compton said that the Association had agreed upon, in conjunction with the local union, the counter proposition which had been submitted to the company through the citizens' committee and he was of the opinion that this proposition would be given out through the citizens' committee. This proposition, he said, represented the last concession that has been made by the association and the association will concede nothing further.

He prefaced his whole statement by saying that it was a very peculiar situation, as members of the association fully expected Saturday night that the matter would be settled Sunday on the basis of the reinstatement of all the old employes, who severed their connection with the Tidewater Power Co. July 4th. The above proposition, he said, was given to him orally by the chairman of the citizens' committee, and, to his surprise, yesterday morning the entire attitude of the company was changed.

The company, he said, stated as its reason for its changed attitude among other things the mass meeting held at the court house demanding the withdrawal of the troops and also the fact that the company has advertised in the local newspapers for competent men and conductors, and it was only bound to stand by those whom it employed during the crisis.

Mr. Commons stated that the proposition made by the company to the effect that of the 58 men are out it is willing to reinstate 41, provided they make application Monday before 8 o'clock as motormen and conductors and employes of the gas and electrical departments to giving them steady positions. It was also willing to give seven other conductors and motormen employment in supernumerary positions, and that it would further place ten other motormen and conductors on the waiting list to be called on if needed. This proposition by the company was rejected by the Association at the meeting held at 5:30 o'clock, and there was nothing further he could say.

Citizens' Committee's Final Meeting.

Having received the counter proposal from the men, the citizens' committee took a recess shortly after 8 o'clock to meet again at 9 o'clock to submit the counter proposal to the officials of the Tidewater company. This was done, and the matter was discussed at some length, with no agreement, the company having declined to accept the counter proposal. The committee a little later adjourned and Chairman Noe said that while there was still hope, he was not at all optimistic. No hour was set for a meeting of the committee this morning but he was inclined to believe that something would develop by which he would call the committee together probably with a view of calling together a committee of 100, such as was suggested by Mr. MacRae in his letter made public a few days ago.

The carmen will meet at 9 o'clock this morning in their hall, it was understood upon their adjournment last night. In the meanwhile the matter rests apparently just where it did at the outset.

The Committee Praised.

On all sides yesterday there was nothing but unstinted praise for the splendid work and sacrifice of their personal feelings by members of the citizens' committe, working wholly disinterestedly and with a view to the public good. Some members of the committee did not even have the opportunity of going to meals and they sat in the meetings uncomplainingly and hard at work in an effort to effect a reconciliation. That their efforts so far have proven fruitless has been no fault of theirs. The hope is expressed that this same committee will yet find a solution of the problem, but regardless of success the community feels that it owes this committee a debt of lasting gratitude.

INTERESTING ISSUE OF SOUTH ATLANTIC QUARTERLY

July Number Just From the Press. Has Many Big Features.

(Special Star Correspondence)

Trinity College, Durham, N. C., July 9.—The July number of the South Atlantic Quarterly, which made its appearance yesterday, is one of the most interesting issues of the year.

The leading article is the fourth installment of the "Letters of a Virginia Cadet at West Point, 1859-1861," by Major Thomas Rowland, a Confederate veteran.

Dr. Charles M. Andrews, professor of American history in Yale University, contributes an interesting paper on "Captain Henry Wilkinson." The paper is chiefly a discussion of whether or not Captain Wilkinson spent a part of his life in North Carolina.

An article appropriate to the tercentenary of Shakespeare's death is that on "The Gothic Spirit in Shakespeare," by Professor Frederick M. Padelford, of the University of Washington. Professor Padelford eloquently describes the way the Gothic spirit expressed itself in architecture. He then traces the further expression of the Gothic spirit in masterpieces of literature especially in the plays of Shakespeare.

Dr. Rowland Huggins, of Cornell University, contributes an article on "Disraeli's Doctrine of Toryism." The article is an exposition of the advantages of, and a plea for, conservative leadership of the masses of the people. It should make especially valuable reading during the summer presidential campaign.

Professor Edwin W. Bowen, of Randolph-Macon College, contributes an interesting and entertaining sketch of Mark Twain.

Students of the modern drama will find it ably defended in an article on "The Right to Life' in Modern Drama," by Bernard Sobel, of Purdue University. Mr. Sobel shows in his article a wide knowledge of representative modern dramatists, and his points are enforced with many happy illustrations.

Mr. H. Houston Peckham, under the title "Lopsided Realism," contributes a readable and vigorous criticism of recent American fiction

STRICT ECONOMY IS THE NEED OF THE HOUR IN FRANCE

Budget Committee of Deputies Agrees With Ribot in This Respect.

Paris, July 9.—The budget committee of the Chamber of Deputies disagrees with some of the plans of M. Ribot, the minister of finance, for meeting the war obligations of the country, but agrees with him that strict economy, public and private, is the need of the hour and that, having taken the woolen sack and drawn out of it sums in gold now going on toward a billion, public sentiment can be made to overcome private habits that cost more than they should in war time.

"It is impossible," says the committee report, "in view of the prolongation of the war for the people to live as in time of peace."

"The abundance of ready money, due to the vast expenditures of the government, incites to lavish living," the report adds, "and the people should take warning that every extravagance in imported articles decreases so much the country's reserves that should be jealously saved to replace depleted live stock and raw materials, reconstruct industries and furnish the working capital that will be required as soon as hostilities are ended."

The report proposes the institution of a rigorous supervision of expenditures—those of the people as well as those of the government—but neglects to give it tangible form. A dictator such as was appointed in Germany, would be contrary to French democracy. The more natural procedure in view of the precedents would be supervision by a parliamentary commission.

Preaching economy to a people who have the habit of saving so solidly welded into their system of living as the French, appears at first as a surprising superfluity. Everything in a Frenchman's life is regulated with a view to having something left out of each month's pay or income for a rainy day—be it only a few francs.

Kinston, N. C., July 9.—It was reported today in an official source that the Duplin county night rider trouble is expected to be thoroughly investigated at a term of Superior court to be held at Kenansville, Judge Devin presiding, later in the present month. Further outrages by the men opposed to the stock law were reported to-

DEUTSCHLAND'S FEAT STIRS NAVY CIRCLES

Fulfils Faith in Theory of Underwater Navigation.

Regarded as Indication of Quick Approach of Time When the Submarine Will Share Honors With Superdreadnaught.

Washington, July 9.—Negotiations of the high seas by submraine craft, as demonstrated by the German Deutschland in navigating more than 3,000 miles through areas infested by enemy war vessels, is regarded by naval officials here as indicating the quick approach of the time when giant under water boats will divide honors with the superdreadnaught types as masters of the seas.

The sensational feat of the Deutschland caused a stir in navy circles, many officers accepting it as the first practical fulfillment of the faith naval constructors have put in the theory of underwater navigation on the high seas scale. Theoretically the radius of the submarines in the United States fleet is 5,000 miles but the longest single cruise ever completed by them without mishap was that made by the K-class boats last year from San Francisco to Honolulu, a distance of about 2,000 miles.

Other long voyages have been performed by submarines under convoy, particularly ten small submarines, built in America and assembled in Canada which made a successful voyage ago from Montreal to England without trouble and upon their arrival there five of them continued to the Dardanelles. These vessels had a tonnage of only about five hundred.

Military authorities here were inclined to give full credit to the German officials conceiving the idea and making effective a commercial exchange with the United States by use of the submarine. As a military proposition, however, they said the vessel possessed no military advantages except that of size over the recent typs added to the United States navy and was fully 50 per cent. slower.

The submarine Schley, the largest type under contract by the Navy Department will have a speed of 20 knots against an estimated speed of 12 for the Deutschland; will be 275 feet in length against the 300 of the latter, and will have a 1,200 ton displacement against probably 3,000 for the latter. None of the military characters of the Deutschland, in the opinion of officials here, surpasses that of the Schley.

Negotiations for the construction of submarines of the Deutschland type in the United States were opened by the German government soon after the beginning of the war. Several concerns offered to build the vessels but the project failed because of doffoculties regarding their delivery to Germany.

The Deutschland's accomplishment was pointed to by a high naval officer tonight as a strong argument for the construction of submarines to be permanently with the fleet as a part of its complete organization.

Naval officials said it was mechanically possible for the Deutschland to carry both rifles and torpedo tubes as a part of its armament, with a cargo of 1,000 tons.

WHALE SKINS FOR SHOES

An Odd Story Going the Rounds in Regard to Footwear.

(Hide and Leather).

For weeks papers throughout the country have been printing information that 10 tons of skins of the beluga, or white whale, have been received at Seattle from the Bering Sea, and have been shipped East to be made into leather for white shoes for women.

Very like a whale. The stuff reads well. White whales for white shoes. Doubtless the report got credence owing to the extremely high prices asked for white shoes for women, which may have indicated to superficial minds that white leathers of all kinds were becoming rare.

The white shoes that have been sold to women have nothing fishy about them. The white sole is made from the hide of te humble, but necessary cow. The uppers of the shoes are made from kid or calf leathers, with sheepskin used where cheaper prices were imperative.

Why whale skins should be advertised by the daily papers as being used for the dainty shoe creations we see daily passes comprehension. Fish skins have their uses, but are not plentiful enough to attract much attention.

Years ago laces made from tanned porpoise skins were so strong and supple their popularity begat imitations that could be sold cheaply. And before long the ever-accommodating calfskin furnished enough porpoise laces to meet the great demand for them.

Shark skin in the leather industries is known as shagreen, and is used for specialty purposes. Walrus hide, when tanned, is so thick and coarse that it is used for making polishing wheels. Seal skins, that are not considered good enough for fur garments, can be made into handsome and serviceable leather. But fish skins, as a whole, cut very little figure in the shoe and leather world.

However, the white whale wiggle is a good story for retail shoe clerks to impose on credulous customers. If shoes really made of whale skins were offered to women they would regard the officiating salesman as more curious than the white whale itself.

RADICALS GAIN POWER

Result of Elections in Argentine Have Disquieting Effect.

Buenos Aires, Argentine Republic, July 2.—The recent elections, resulting in the placing of the radical party in power for the first time in the history of the republic, have had a somewhat disquieting effect upon the country. During the campaign there were so many so many rumors of revolution in certain provinces that as a matter of precaution, all rifles and munitions in certain provinces that, as a matter of precaution, all rifles and munitions served out to the various federal ranges wer ewithdrawn, and although the campaign is now a matter of history, the situation is still such that the rifles ranges remain closed without any indication as to when they will be reopened.

The most serious troubles at present, however, are those with the prisoners in various federal and provincial institutions, among whom there had circulated a rumor that if the Radicals won the election great numbers of prisoners would be released. Since the election, however, it has been seen that no such wholesale amnesty is to be expected, and there are now several uprisings with which the authorities have to deal. In the national territory of Neuquen, 200 prisoners recently rose in a body, overpowered the warders, seized rifles and ammunition, and made good their escape. A number of the more resolute prisoners then formed under the leadership of a Boer settler, a veteran of the South African campaign, and made for the hilly frontier between the Argentine and Chile. Well armed with Mauser rifles, this band has been intimidating and robbing all the persons along its route. The fugitives are still beng pursued.

BIJOU

"BEHIND THE SECRET PANEL"
One of the Tensest Exciting Mystery Dramas Ever Filmed. Starring Paul Panzer and Wm. Welsh. Murder, Mystery, Intrigue, Love, Romance.

"ROMANCE AT RANDOM"
Rupert Julian and Elsie Jane Wilson in a Big Novelty Feature.

COMING WEDNESDAY — "TOM AND JERRY" — They're Funny!

HAVE YOU —
Heard Our New Four Thousand Dollar Seeburg Orchestra Yet? The Most Perfect Mechanical Orchestra Ever Made.

ROYAL

SEVEN REEL TRIANGLE BILL

Orrin Johnson
With Dorothy Dalton, Rhea Mitchell, Arthur Maude and Walt Whitman

"D'ARTAGNAN"
Based on Alexander Dumas' Deathless Drama, "The Three Musketeers"—A Five-Reel Feature of Splendor.

Charles Murray
With All-Star Cast of Pretty "Keystonettes," in

"FIDO'S FATE"

Adults 15c - Children 10c

ROYAL

THURSDAY
Selig Poloscope Presents
REX BEACH'S WORLD-FAMOUS NOVEL

"THE SPOILERS"
IN NINE SPECTACULAR REELS
Starring
William Farnum
Kathlyn Williams
Wheeler Oakman, Bessie Eyton, Thomas Santschi and Norval MeGregor.
UNDISPUTED SENSATION OF THE YEAR.

GRAND

Jesse L. Lasky Presents
THE SUPREME STAR OF THE SILENT DRAMA,

BLANCHE SWEET

In the Magnetic Story by Margaret Turnbull,

'THE THOUSAND DOLLAR HUSBAND'

Adults 10c - Children 5c

THE MORNING STAR

Published by the
WILMINGTON STAR COMPANY, INC.
Wilmington, N. C.

Entered as second class matter at the postoffice at Wilmington, N. C., under Act of Congress, March 2nd, 1874.

FULL ASSOCIATED PRESS REPORT

PUBLISHERS' ANNOUNCEMENT.

THE MORNING STAR, the oldest daily newspaper in North Carolina, is published daily and mailed to subscribers outside the county at $6 per year; $3 for six months; $1.50 for three months or served by carrier in the city and suburbs at 60c. per month, or, when paid in advance, $7.00 per year; $3.50 for six months, $1.75 for three months

THE SUNDAY STAR, by mail, one year, $1.00; six months, 50 cents; three months, 25 cents.

ADVERTISING RATES may be had on application, and advertisers may rest assured that through the columns of this paper they may reach all Wilmington, Eastern Carolina and contiguous territory in South Carolina Obituary sketches, cards of thanks, communications espousing the cause of a private enterprise or a political candidate, and like matter, will be charged at the rate of 10 cents per line, to persons carrying a regular account, or, if paid cash in advance, a half rate will be allowed. Announcements of fairs, festivals, balls, hops, picnics, excursions, society meetings, political meetings, etc., will be charged under the same conditions, except so much thereof as may be of news value to the readers of the paper, in the discretion of the editors.

TELEPHONES: Business Office, No. 51. Editorial and Local rooms, No. 61.

COMMUNICATIONS, unless they contain important news, or discuss briefly and properly subjects of real interest, are not wanted, and, if acceptable in every other way, they will invariably be rejected, unless the real name of the author accompanies the same, not necessarily for publication, but as a guarantee of good faith.

ALL DRAFTS, checks, express money orders and postal money orders for the paper should be made payable and all communications should be addressed to

THE WILMINGTON STAR CO.

MONDAY, JULY 10, 1916.

TOP O' THE MORNING.

What is useful is beautiful.
—SELECTED.

Maybe every generation is a "perverse generation"!

All things come to an end—including dreams, pipe dreams and nightmares.

It is time for the people in the interior to do their seashoring and surfing and fishing.

It is midsummer but Wilmington is going ahead with her constructive projects. Work in summer time counts.

If we are all right ourselves ,the styles needn't worry us. We can see more beauty than anything else in the styles.

"A new way to raise cash has been devised," says a contemporary. Why not make known the new way and the lad who devised it.

Some men don't even know when to go fishing. They go at the wrong time a d say the fish won't bite.

Our idea of something bordering on the absurd is that Col. Jose Evelyn is a fat man who has more whiskers than a Kansas Populist.

Chatter, chatter, chatter. Chew the rag and "argy" and talk to beat the band. "The shallows murmur but the depths are dumb."

The following is an ancient adage: "A little house well filled, a little field well tilled and a little wife well willed." Yet hubby has to be well drilled and well filled.

We also always put it all on the other felow. "When self the wavering balance shakes, it's rarely right adjusted." 'Snatural to put the blame on others and they often have to take it whether they deserve it or not.

A Republican says Wilson has more luck with a crisis than any other man he ever saw. Luck nothing! Wilson knows how to handle crises. He depends upon gray matter and fortitude instead of on courage and brute force. He uses his brains while others use the alternative of force.

The Baltimore Sun laconically remarks: "Carranza climbed up the hill and then climbed down again." Yes, but won't that wild and woolly Mexican editor at Saltillo figure it out that just as soon as Carranza climbed down and said "booh," Uncle Sam hastened to haul in his horns?

Says the Charleston Post: "More canned peaches for the boys at Styx will be acceptable." The idea of having to eat Northern canned peaches in July when the whole of South Carolina will produce peaches as fine as can be grown on the top side of the earth. What is the matter with us? We seem to need killing.

The Americanism of Wilson consists in safeguarding the happiness and peace of the American people to the very last. He knows who would have to do the fighting and make the greatest sacrifices in war. Those who lose their lives for their country are more to be considered than those who fear that they will lose their money.

The dignity of the courts is so great that it compels judges who entertain political aspirations to have to sneak around with them under cover like an ordinary gumshoe politician and also to do such things already like a pussyfooter does. The ermine on a man often covers up a multitude of his tracks. "Beyond the Alps lies Italy" and beneath the ermine lies a man—about like the rest of us. There's hardly a judge in the country who wouldn't accept a second helping of chicken pie if it is not offered in such a way as to constitute contempt of court.

"THE SIMMONS FACTION."

Not so many days ago a Washington newspaper correspondent referred to a certain North Carolinian as belonging to "the Simmons faction." In fact, the gentleman belonged to the North Carolina Democracy, which happily has no factions. The dominating influence in a party is not a faction and only could be one in the event there were another opposition faction, operating on an organized scale. Distinguished North Carolina Democrats have their loyal followers, of course, but not a one of them heads a faction. Fortunately the Democracy of North Carolina is as nearly a united party as it can possibly be, and it is the party and not a faction which recognizes Senator Simmons as a leader.

The senior senator is only a leader through the defference of the many prominent Democrats and the rank and file who look to him for guidance and co-operation because of his great experience and party loyalty in State and Nation. The North Carolina Democracy is a real democracy which rules itself by and with the advice and consent and assent of its able leaders, of whom there are many to be depended upon for counsel. We say this for the party, and we add this from the Charlotte Observer by way of correcting some of the false impressions made by newspaper reports:

"Senator Simmons has considered it proper to make denial of the reports circulated in North Carolina that he was responsible for the appointment of Francis D. Winston to succeed Judge Peebles. It has become the fashion in certain quarters to couple the news of any unexpected political event in North Carolina with Simmons influence. As the gossips had it that Simmons directed the appointment of Judge Winston, so they have it that the same all-potent power will control the appointment of the man to succeed Winston. Talk of this sort is for Republican consumption—or rather it is Republican talk for consumption by dissatisfied Democrats. In connnection with these reports the information is frequently coupled that Senator Simmons 'directed' Governor Craig to make the appointment. It would be well to stop long enough to do a little thinking when a statement of that kind is encountered, and recall, if possible, any incident in which Governor Craig has been 'directed' by Mr. Simmons or any other man. Governor Craig's official actions have been based on his own responsibility. There is no case in which he is known to have made an appointment at the dictation of any man. He has been at all times open to advice, to suggestion and to counsel, but the public men of the State know him too well to have approached him in a dictatorial manner, had any been so inclined. In the case of Judge Winston, Senator Simmons knew absolutely nothing of what was going on until apprised of the appointment and this is doubtless true of many other actions taken by Governor Craig in North Carolina affairs. The Republicans are so wedded to the idea of political bargaining and trading that they cannot understand the honest-straightforward way the Democrats have of administering the affairs of the State—they cannot figure it out how a Governor could do this or that without being moved by consideration or influence. It is a sort of a political administration with which they are not familiar."

That ought to set the party right in the eyes of Democrats in general, whether it be Republicans or sensational newspaper correspondents who make misleading statements at times. Their imagination often is the only source upon which some newspapermen draw, and they have imaginations that are good for many a readable "story."

Senator Simmons is too busy at Washington to interfere in purely domestic affairs in the party at home. If he had the time to devote to it, he might be of great help to us in better organizing the party in this State. There is need for it, but our home Democrats ought to see to it so that we won't have to expect so much of Senator Simmons, for he has all he can do at Washington.

We are proud of the Democratic party in North Carolina, for it is the most thoroughly democratic body in any state in the Union. It is militant within its own sovereignty and it has strong men within the family, and, while some Democrats have their favorites and vice versa, there isn't a big Democrat that all of us would not unite upon. Therefore, there is no faction in a party which is so democratic that it is left to the people to make their own nominations in a state-wide primary. The people rule in the Democratic party in North Carolina and because the ballot primary makes it the people's party and enables the people to be the party and absolutely dominate it, real Democrats ought to be stronger Democrats than ever.

In fact, we think all North Carolina ought to be and should want to be Democrats. A party which leaves it all to the people certainly ought to look good to all people who honestly believe in a government of the people, by the people, for the people.

The Democratic party in North Carolina is nearer to the people than ever and the people ought to be nearer to the Democratic party than ever. We the proud of it, and if our fellow Democrats do not agree with us as to nominations we agree with them, because we believe in democracy.

THE ASHEVILLE TIMES SCORES

The Rev. T. W. Chambliss, for several years pastor of the First Baptist church of Wilson, has again been drafted into the ranks of North Carolina journalism. This time he becomes editor in chief and general manager of the Asheville Times, in which paper Mr. Chambliss has acquired a substantial interest. It is announced in The Times that he takes entire charge of the newspaper and will have control of all the departments, business, news and editorial.

The Times, already one of the State's sprightliest and most enterprising afternoon papers, is to be congratulated upon its acquisition of Mr. Chambliss. Along with him goes his distinct brilliancy, innate newspaper genius, broad qualifications and much experience in a work which always has seemed to call for and reach out for him. There also is a lure that he does not seem able to resist, and it is well that the newspaper field attracts and attaches to itself such able and gifted writers as Mr. Chambliss. Certainly the North Carolina press scores equally with the Times because of the fact that a newspaper man of his type is to be identified with the State's journalism.

Mr. Chambliss has been in North Carolina many years, and not only has had previous newspaper experience in this State but prior to his coming to North Carolina he had done newspaper work in the Middle West. He knows the game, and not alone his splendid capacity but his keenness and alertness add to his equipment for newspaper making of the best type. For some time he was staff correspondent of the Charlotte Observer and later was identified with the editorial and business departments of that paper. Subsequently he succeeded Col. Wade H. Harris as editor of the Charlotte Evening Chronicle. At times The Star has requisitioned his splended services as correspondent and contributor, and it extends to him a cordial welcome into the Tar Heel newspaper field.

AUTOMOBILES HELP BUILD GOOD ROADS.

A bulletin just published by the office of public roads, United States Department of Agriculture, states that $16,213,387 of the automobile tax during the fiscal year ended June 30 was spent for the building and maintenance of good roads in the various states. Many of the states devote their motor car revenue exclusively to good roads development. Ninety per cent of the registration and license fees paid in 1915 by automobilists went for this purpose.

The bulletin states that 2,445,664 motor vehicles were registered in 1915 and their owners paid a total of $18,245,713 for registrations and drivers' and dealers' licenses. That was an increase of $5,863,760 over 1914 and an increase of 734,325 in the number of vehicles registered.

The growth of the volume of fees and registrations is noted by the fact that in 1901 New York, the first state to require fees, collected only $954. In 1906 only 48,000 cars were registered throughout the United States. By 1915, however, the number had jumped to the figure given, so that there is slightly more than one motor car registered for each of the 2,375,000 miles of road outside of the incorporated towns and cities.

There is an average of one motor car registration for every 44 persons in the United States. Iowa apparently leads, however, with one motor car for every 16 persons, while only one for every 200 persons is registered for Alabama.

THE SHIP BUILDING BOOM

Millions of dollars' worth of new passenger and freight ships are being built in the United States and our merchant marine is growing as fast as the yards can turn them out. The building capacity of all the yards is not equal to the demand. Companies which have new ships ready can sell them at a tremendous profit if they are willing to part with them.

A Japanese firm recently bought a new ship for twice the amount that an American firm paid for its construction. Probably several European countries will be compelled to buy ships from American concerns if the owners can be induced to part with them. This is a new kind of traffic that may affect the permanent increase of our new merchant marine. If we sell, we won't have the ships that will be needed to carry our commerce.

Thirty-nine vessels received official numbers and signal letters from the Bureau of Navigation during the week ended July 1. If we could keep that up, we would soon become a very important maritime nation.

The American ship building industry at present is a tremendous one. The activity in construction is immense, but all the yards having the big contracts are on the North Atlantic the Pacific and the Great Lakes. The Newport News Shipbuilding and Dry Dock Co., and a Maryland concern are the only South Atlantic yards that are sharing in the ship building boom.

Candidate Hughes declared that the Democratic party has no "national outlook." Roosevelt and Wilson convinced the people four years ago that Mr. Hughes' party couldn't be trusted with an inlook, so two-thirds of them repudiated the party that Mr. Hughes stands for. Four years ago Mr. Roosevelt quit the Republican party because it "betrayed its trust to the people," and Mr. Hughes will have a hard time convincing the people that his party should be given another chance to be tray the people and exploit the people.

Sensational American newspaper men recently reported that Carranza's reply would be very insolent and defiant, but it turns out that he was figuring on saying something that would conciliate this country. If the Mexican newspaper men so deliberately misrepresent the situation, as has been the case in this country, there is no wonder that "clashes" between the Mexicans and Americans are liable to occur.

Peking, July 9.—Lack of funds has resulted in the closing of many government schools. The Peking High Normal School for Girls has been closed by order of the government, and teachers in many of the colleges and secondary schools and colleges have not been paid for several months. Even the foreign advisers of the late government were not paid their salaries of last month.

STATEMENT FROM MR. MEARES

To the Editor of The Star:

At the mass meeting held Saturday night, I was unexpectedly called upon to preside and in a speech then made, I stated that Judge Stacy had said to me that he did not call upon the Governor to send troops here until after he had a consultation with Chief of Police Williams and Sheriff Cowan, in which the chief said he was unable to cope with the situation and the sheriff said he could handle his part, but it was a great hardship on his deputies. In view of this, Judge Stacy said, he wired to the Governor. I said, in my remarks, that with these admissions by the Chief of Police of the city and the sheriff of the county, I did not see that a judge could have done anything less, and that the men who were responsible for the presence of the troops were the Chief and the Sheriff, who confessed to the Judge their inability to cope with the situation.

Chief Williams complains to me that my remarks misrepresented his attitude. He says that he had no interview with Judge Stacy as to bringing State troops here, nothing was said in their interview about it, and his first intimation of their coming was when he read it in the papers. Mr. Hall, he says, asked him to go with him to see Judge Stacy in the commissioners' room. He did so. He heard Judge Stacy outline the powers he had to preserve the peace. The Judge asked him, if he could control the situation? He replied that there had been no serious violations of the law, except by irresponsible parties and small boys, and matters had been quieted down. The Judge further asked him, if he thought he had force sufficient to control the situation in any event or in case whatever might happen? He replied that was a hard question to answer, because if a riot happened, it might take a large force to quell it; that he had no power to summon men, but the sheriff did have, and, if the sheriff would furnish him a few men, in case they were needed, he did not see why they could not take care of any situation which was likely, if at all, to arise. He says the sheriff promised him any co-operation, in the event of trouble, and the conference ended, without any suggestion about troops, or, in his hearing, the sheriff saying he could not control the situation.

I give this statement of Mr. Williams, as in substance made to me, as my remarks were predicated on Judge Stacy's statement because, I think, Mr. Williams is entitled to have his view stated by me. If Mr. Williams' statement is correct, then, of course, Judge Stacy misunderstood him, and my criticisms would be modified to that extent. I make this statement, without request, because I do not care to be unjust to any one.

IREDELL MEARES.

THE CAR SITUATION

To the Editor of The Star:

The question of whether or not the city cars shall be operated by the one man system or whether two men shall be employed in this responsible position, has worked itself into the interest of everyone in Wilmington, as that seems to be the hinge of disagreement between the striking employes of the Tidwater Power Company and its president, Mr. Hugh MacRae.

Now, it seems to me that Mr. MacRae, as president of the Tidewater Power Company, reserves the right for himself and assistants to manage the affairs of that company without interference from anyone. And no doubt it would seem that this privilege is his, but when his management or rather "mismanagement" is such as to jeopardize the safety of the general public, then I think that the public whom Mr. MacRae and his associates are serving, should have something to say on that subject.

For the benefit of those who are not so well informed regarding this change from two to one man to each car, I wish to mention one case to prove that it is positively unsafe for a car to be operated, evenon the "dead ends" with fewer than two men. It is only necessary for facts to be mentioned, but anyone who desires to know any names, not mentioned here, may secure the same from the undersigned.

About three months ago, while the Carolina cars were "trying" the one man system, a lady of mature years entered a car at Carolina Heights as a passenger to Front street. After she had taken her seat, the "one man" on the car applied his power and released the break to start the car. In releasing the break, the handle slipped from his hand, whirling around and striking the "one man" in the face. He staggered and nearly fell. He regained his equilibrium and proceeded toward the city with his car spitting blood all the way.

Now there is one case showing conclusively that Mr. MacRae's proposed one man system is unsafe because if the motorman on that car had been knocked unconscious by the blow he received, there is no telling where the car would have carried its lone lady passenger before it could be stopped.

Yours for safety first,
JNO. W. CONWAY.

HONOR WHERE HONOR IS DUE

To the Editor of The Star:

Regarding the recent conditions existing herein, wherein certain matters of contention arose between the employes and the management of the Tidewater Power Co., it is observant to many, that the admirable conduct of the police force of the city of Wilmington is worthy of the highest praise.

The calm, conservative conduct of each and every policeman on duty in the "Zone of Dissention," Princess St., and the kindly, yet firm command, of Chief Nathan J. Williams, requesting and demanding, in polite and genteel manners, that regardless of the merits of either side, the peace and welfare of the community must be preserved, had much to do with the prevention of very serious results that might have occurred, had not such safe and sane methods been adopted.

Wilmington should be proud of the calibre of such men. CITIZEN.

CURRENT COMMENT.

—Mr. Hughes qualifies as an expert on the nature of the prosperity this country is now enjoying. Now let us have a deliverance from him as to the character of that panic the country suffered when Mr. Roosevelt was president.—Charlotte News.

Some day the country may learn that 48 little armies, each under a State government, some with equipment and some without, some with training and some without, do not constitute an effective force in a modern war.—Kansas City Times.

The question has been asked, where are the Wilmington police? Our somewhat limited observation has been to the effect that the police of an ordinarily quiet, easy-going town are about as effective in case of a strike as the prayers of the unrighteous.—Greensboro News.

The germ of war pervades the air. The courts are going after lynchers—because of it; the street car strikers are on at Wilmington because of the belligerent and sanguinary germ that floats like a Dooble Bug; the preparedness folk have a dose of it, and those who want to On to Mexico are impregnated. The Health Department should go after the germs that disturb mentality. They should not monkey so much with the flesh eating bugs but get hold of the invisible pest that disturbs the minds of men.—Greensboro Record.

Arrangements are to be undertaken for a joint appearance of Mr. Taft, the Colonel and Mr. Hughes to close the Republican campaign. The platform will be one built in Madison Square Garden, and that one put up at Chicago will be treated as considerately as possible. Still, it ought to take some tactful and persuasive management to bring about a "Dear Theodore" and "Dear Will" renewal sufficient to the pressing needs of dear Charley.—New York World.

With sixty street car strikers on the war path in Wilmington and four companies of soldiers on the spot to subdue them it looks like North Carolina was not suffering any through want of preparedness. The street car strike at Wilmington is bad business. No matter who is wrong or who is right this thing of sending soldiers out to parade peaceful cities because there is a difference of opinion as to the management of a corporation or a private business is folly. The State should not be put to such an expense. The State's good name should not thus be tarnished. If the street car people do not want to run their cars let them put them in the sheds and call it off. There is no real reason why the State should be asked in. The whole affair is disgraceful.—Greensboro Record.

HAROWITZ JUNK SHOP.

NOW is the Time to Save Your RAGS
We pay the Highest Prices for Mixed Rags in Any Quantity. All Kinds of Metals, Rubber, Auto Tires and Rope.
The Oldest and Most Reliable Junk Shop in Wilmington.
JOS. HAROWITZ & SON, PROPS.
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Don't Forget the Place—109 S. Water st.

PROPOSALS.

The City Council will receive sealed proposals until Wednesday, July 21st, 1916, for the sinking of deep wells—one at Sixth and Nixon, one at Ninth and Dawson, one at Eighth and Castle, and one on Wrightsville Avenue and Orange street. The Council reserves the right to reject any and all bids or to accept bid on either pump and reject others, and to accept any bid that may seem to it to be to the best interest to the city. Specifications will be furnished by the Water and Sewerage Department. Address bids to T. D. Meares, City Clerk and Treasurer.

W. F. JONES,
Councilman.

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A Fine Aid For Mother-to-be

We are all greatly indebted to those who tell their experiences. And among

the many things which we read about and are of immediate importance to the expectant mother, is a splendid external remedy called "Mother's Friend." This is applied over the muscles of the stomach. It is deeply penetrating in its influence. Mothers everywhere tell of its soothing effect, how it allays pains incident to stretching of cords, ligaments and muscles. They tell of restful comfort, of calm, peaceful nights, an absence of those distresses peculiar to the period of expectancy, relief from morning sickness, no more of that apprehension with which so many young women's minds become burdened. It is a splendid help. Get a bottle of "Mother's Friend" from your nearest druggist. Ask your husband to get it for you. Then write to Bradfield Regulator Co., 708 Lamar Bldg., Atlanta, Ga., for a very handsome and instructive book. It is filled with surgestive ideas of great help to all women interested in the subject of maternity. And best of all are some letters from mothers that are real inspirations. Write today.

We can go back half a century for letters from women who used "Mother's Friend." And it was this sort of recommendation that extended its use until today it is sold in almost every drug store in the United States. It is considered a standard remedy and one of the most efficient helps known. Directions for using are very easily complied with and it may be used at any time whenever needed.

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HEALTH IS WEALTH
by John B. Huber, A.M., M.D.

Cover up each cough or sneeze
If you don't you'll spread disease.

Summer Sneezes.

We have colds all the year round—winter colds, the "cub gentle sprig" kind, summer colds, and hay fever in the fall. The temperature of the air has very little to do with catching cold, except as it lowers the bodily resistance; and extreme heat can do that well as cold can. In the summer the change may be within a few hours; in New York it has been ninety in the morning and near freezing toward evening. The predisposed condition of the body plus germs are what result in colds. At sea or by the seashore one seldom catches cold. Arctic explorers never catch cold while they are at or near the Poles; but they are as likely as anybody to do so when they return to civilization, where the germs are. The cold air treatment is the ideal one for consumptives, who get well more surely in the winter than in the summer time. The common cold is usually an infection—that is, the germs from a sneezing, spitting, coughing victim are distributed through the air, or by the dust laden breezes; and susceptible—run down—people breathe them in and then "catch cold." Summer colds are the meanest of all because they make you and everyone else so uncomfortable, and are so hard to get rid of. People are sympathetic when you have a winter cold; in summer they are resentful because you are making what seems to be an unreasonable nuisance of yourself. You begin with sneezing; your nose is stopped up and you speak thick, headache, chill and fever follow, then pains in the back, heaviness in the bones, and that tired feeling—all of which, being interpreted, means that the germs are having a hot old time throughout your internal relations. If you feel this way make an anchorite of yourself until your snuffles are over. Why? Good old Ben Franklin could have told you why a century and a half ago; he sensed that people caught colds from one another—that germs play their parts in most colds; although he could not see the offending germs under the microscope as we do today.

CATARRH OF BILE DUCTS.

G. F. A. writes: 1. I have been told that I have catarrh of some of the bile ducts of the liver. Have been that way for three years. I have been taking one two-grain of calomel every three or four weeks. Is there any cure? 2. Are there any springs that would cure or benefit me? 3. Are there any medicines better than calomel? I have stomach trouble if I go too long without taking calomel. 4. What diet would be apt to cause the least trouble? 5. Are eggs bad for the liver, they seem to agree with me?

Answer. 1. Depends on the cause and whether that can be removed. You should recover from a simple catarrh. 2. Springs have no especial advantage over any place where pure water is to be had. Drink at least six glasses a day. 3. Calomel often does turn the stomach. Epsom salts (a teaspoonful to a tumblerful water piping hot an hour before breakfast), are a good substitute. 4. A bland mixed diet, no alcohol, a minimum of fat, a small amount of meat (but once daily), plenty of fresh fruits, vegetables, milk, buttermilk, cereals, starches and a small amount of sweets. Cut out spices and condiments. Avoid fried foods, much salad oil or butter, hashes, stews, rich sauces, high seasoning, pork, veal, fat bacon, cocoa, much coffee or tea, cream. 5. Are all right in moderation (once a day) soft boiled.

COLIC.

Answer to P. M. S.: Flatulent colic (that is, with wind) comes on rather suddenly; the child cries, and has a distended abdomen; the thighs are flexed on the abdomen, and the extremities may be cold. The treatment consists of hot applications to the abdomen, hot water rectal irrigations with saline solution, a teaspoonful to a pint, using a syringe; the abdomen may be massaged with warm olive oil; a mixture containing a pinch of sodium bicarbonate in peppermint water will be of service. This colic is frequently due to an excess of sugar in the food.

This column is devoted to disease prevention; to physical and mental hygiene; to domestic, industrial and public sanitation; to the promotion of health; efficiency and long life. The latest developments in medical science will be presented. Questions of general interest will be answered here, space permitting—all others by mail if stamped return envelope is enclosed. Requests for personal diagnosis or treatment cannot, however, be considered in any way.

TOMORROW: The Tendency to Cancer.

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MISS MARY OWEN GRAHAM, President. Raleigh, N. C.

PROGRAMME ARRANGED FOR COTTON MILL MEN

Great Convention At Wrightsville Beach Anticipated

Many Splendid Addresses by Prominent Manufacturers and Specialists Scheduled—The Entertainment and Social Features.

The tenth annual convention of the Cotton Manufacturers' Association of North Carolina, which will be held at Wrightsville Beach, Friday and Saturday, July 21 and 22, promises to be a notable gathering of the manufacturers and allied intrests. The Association maintains headquarters in Charlotte. Mr. Hudson C. Miller, of that city, secretary of the association, has completed the arrangement of the programme of the convention, which is said to be the most elaborate the organization has every attempted.

The programme contains the names of a number of the foremost men in the country in the cotton manufacturing and textile world, in addition to Mr. E. A. Goff, manager of the foreign trade department of the National City Bank, of New York, one of the foremost authorities in the United States on Southern American trade conditions, will tell of the plans the National City Bank has taken to extend the cotton trade in South America. Mr. W. A. Graham Clark, son of Chief Justice Walter Clark, of the North Carolina Supreme Court bench, one of the foreign commercial agents of the United States Department of Foreign Commerce, will tell of the demand for cotton goods in South America.

Social Feature Prominent.

The social feature of the convention will be made very prominent, as many of the members will take their wives and sweethearts. The Wilmington Rotary Club will give the visitors a barbecue and take them on automobile rides, to all the points of interest about Wilmington and the visitors will also be taken on a trip to Fort Caswell and other points along the Cape Fear, this trip to be made aboard the U. S. S. Seminole.

The purpose of the association is the betterment of the textile manufacturers' interest, and their employes', and to promote good understanding and united action upon affairs of general interest to these industries.

The association will have official headquarters at the Seashore Hotel. The programme follows:

Friday, July 21, 10 A. M.

Registration of members and guests at secretary's office in convention hall is commenced.

First Session, 2 P. M.

Opening prayer—John Jeter Hurt, D. D., Wilmington.

Wilmington's welcome—Parker Q. Moore, mayor of Wilmington.

Response—Andrew E. Moore, Gastonia.

President's address—Alf A. Thompson, president, Raleigh.

Secretary and treasurer's report—Hudson C. Millar, Charlotte.

"Recent Advance in Cotton Mill Design"—J. E. Sirrine, mill engineer, Greenville, S. C.

"Industrial Hygiene"—W. S. Rankin, M. D., chairman of State Board of Health, Raleigh.

"South America"—C. L. Chandler, South American agent, Chattanooga, Tenn.

5:30 p. m.—Adjournment.

5:45 p. m. to 6:30 p. m.—Surf bathing near the steel pier.

Friday night—8:30 p. m.—Dancing at Lumina in honor of the convention.

Saturday, July 22—6:30 a. m. to 7:30 a. m.—"Get Together"—Surf bathing.

Second Session, 9 A. M. to 12:30 P. M.

9 a. m., sharp—Business session.

Report of committees.

Election.

Business.

"World Markets for Southern Cottons"—W. A. Graham Clark, commercial agent, United States Department of Foreign Commerce, Boston, Mass.

"Foreign Trade Fiances"—E. A. Groff, manager foreign trade department, Nation City Bank, of New York City.

"Relation of Textile Schools to Mills"—Prof. Thomas Nelson, North Carolina A. & M. College, Raleigh.

"Industry and Legisation"—James A. Emery, general counsel, National Association of Manufacturers, Washington, D. C.

12:30 p. m.—Adjournment.

12:30 p. m. to 1:15 p. m.—At 12:30 p. m. all members and guests will go in automobiles for a forty-five (45) minute drive to Brown's Landing, where they will be the guests of the Wilmington Rotary Club at a barbecue.

1:15 p. m., Welcome—W. P. Stacy, Judge of Superior Court, Wilmington.

Response—Lydenham B. Alexander, Jr., Charlotte.

1:15 p. m. to 2 p. m.—Barbecue—ladies especially invited.

2 p. m. to 3 p. m.—Automobile drive over "good roads" to Wilmington docks.

3 p. m.—Go aboard U. S. S. Seminole for a delightful trip down Cape Fear river to Fort Caswell to view the big gun fortifications and get ideas on preparedness—don't miss this, and bring the ladies.

Entertainment and Social Features of Convention.

Surf bathing every morning and evening, but especially Friday evening, 5:45 p. m. to 6:30 p. m. and Saturday morning 6:30 a. m. to 7:30 a. m.

Friday evening, 8:30 p. m.—Special dancing at Lumina, Don A. Richardson's New York orchestra, and the best dancing floor in the South.

Saturday morning—6:30 a. m. to 7:30 a. m.—Get together surf bathing.

Saturday evening—12:30 p. m.—Automobile ride to Brown's Landing.

1:15 p. m.—Barbecue.

2 p. m.—Automobile drive to Wilmington.

3 p. m.—River trip down the Cape Fear to Southport and Fort Caswell.

5 p. m. to 6 p. m.—Viewing big gun fortifications at the fort.

9 p. m.—Dancing at Lumina.

Ladies are cordially invited to all social features. Be sure to wear badges.

Association officers—Alf A. Thompson, president, Raleigh; W. C. Ruffin, first vice president, Mayodan; John L. Patterson, second vice president, Roanoke Rapids; Hudson C. Millar, secretary and treasurer, Charlotte.

Executive committee—W. C. Ruffin, chairman, Mayodan; Arthur J. Draper, Charlotte; J. Locke Erwin, Concord; Claude Gore, Rockingham; R. H. Ricks, Rocky Mount; Eugene Holt, Burlington; C. E. Hutchison, Mount Holly; John L. Patterson, Roanoke Rapids; W. T. Rankin, Gastonia; Robert R. Ray, McAdenville.

Chairmen of committees—Legislative, S. F. Patterson, Roanoke Rapids; coals buying, E. C. Owelle, Charlotte; cotton buying, W. A. Erwin, Durham; membership, John C. Rankin, Lowell; traffic, Claude Gore, Rockingham; taxation, L. L. Jenkins, Asheville; bag and ties, Robert R. Ray, McAdenville; audit, S. H. Marshall, Spray; immigration, Lawrence MacRae, Winston-Salem; finance, Arthur J. Draper, Charlotte; waste, Eugene Holt, Burlington; commerce and labor, S. B. Tanner, Caroleen. Programme committee—Alf A. Thompson, chairman; Arthur J. Draper, W. C. Ruffin, Hudson C. Millar. Entertainment committee—Thomas R. Ames, chairman; E. C. Holt, R. R. Bellamy, N. E. Edgerton, J. H. Separk, Lawrence Holt, Hudson C. Millar.

Speaking editorially of the programme, yesterday's Charlotte Observer has the following comment on the

"Mr. James A. Emery, general council for the National Association of Manufacturers is to deliver an address on 'Industry and Legislation,' at the forthcoming meeting of the Cotton Manufacturers' Association of North Carolina, at Wrightsville Beach. This is a subject of interest not alone to the mill men, but to all classes of industry and Mr. Emery will handle it from the vantage point of a well-posted authority. The North Carolina manufacturers appear to have been successful in enlisting the services of speakers of more than ordinary ability and prominence at their Wrightsville meeting. Good judgment was exercised in drawing on home talent. Professor Nelson is to talk on 'The Relation of Textile Schools to Mills,' and Mr. Graham Clark will give some information, gained through personal experience and observation, on 'World Markets for Southern Cotton,' Mr. E. A. Goff, manager of the foreign trade department of the National City Bank, of New York, will attend the meeting and is booked for talk on foreign trade fiances. The character of these and other discussions on the programme would indicate that the North Carolina cotton manufacturers are called to a session out of which profitable results may be expected to grow."

SOLDIERS ENCAMPED UNDER FIELD SERVICE

W. L. I. Pitches Tents in Armory Yard.

Men of Commands Quartered at Tabernacle Have to Go to Beach for Bath—Mobilization Costs County $500 a Day.

Wearied by several successive nights of guard duty in connection with the strike of the employes of the conductors and motormen of the Tidewater Power Company, members of the Wilmington Light Infantry camped last night and the previous night in the backyard of the armory and declared that they found sleeping on the ground lots more comfortable than it would be on the hard floor of the armory.

Twenty-six shelter tents with just room for two men each have been set up in the rear of the armory. The members of the company spread their rubber ponchos on the grass, place a blanket on top of each poncho and then crawl in with all their clothes on, though a few are reported to have removed their shoes. Most of the members of the W. L. I. eat at their homes, except a few who eat at the restaurants on account of residing at the Beach.

The men of the Charlotte, Greensboro, Raleigh and Salisbury companies of the State troops quartered in the building formerly used for the Chapman-Alexander meetings are rather more comfortably fixed. The floor of the Tabernacle is covered about six inches deep in shavings and sawdust, and it makes a much softer bed than the bare ground especially as the use of the building makes unnecessary a shelter tent, and each man thus has his half of the tent for use as extra bedding. With poncho and blanket, tent covering and sawdust they are sleeping very comfortably.

The cots of the whole Coast Artillery Corps of the State, of which the five companies on duty here are a part, were recently shipped to Morehead City by order of Adjutant-General Young, consequently the militiamen on duty here are practically encamped under field service conditions.

Captain W. D. Marrow, of the First Company, of Raleigh, who was officer-of-the-day yesterday at the Tabernacle encampment stated to a representative of The Star that the troops there were very comfortable and were getting plenty to eat. He stated that there was an abundance of rations and that it was all that they would get in ordinary camp life.

Notwithstanding this fact, however, according to Major E. D. Kuykendall the men have to go a long way to get a bath. The members of the outside commands got their first bath since they arrived here, yesterday when Major Kuykendall, who is in command of the corps ordered them to go down yesterday afternoon to Wrightsville Beach and attend to this important matter. This was a duty very cheerfully performed, as it was the first time that many of the up-State boys had seen the ocean. They went down to the Beach in two divisions, about 130 men to a division.

Each of the four companies at the Tabernacle has two cooks. Four U. S. army field ranges, each capable of supplying cooked rations for a company of 65 men have been installed in the building. Breakfast for the men at this encampment yesterday consisted of bread, eggs, pork chops and coffee; the menu for dinner was Irish potatoes, pork chops, eggs, bread and coffee; and for supper it was sausage, fried ham, coffee and bread.

Cost to County.

It is conservatively estimated that the mobilization here of the W. L. I. and the outside companies is costing the county more than $500 a day. While on duty aiding the local civil authorities here, each of the 18 officers of the various commands is entitled to compensation at the rate of about $4 per diem; and each of the 250-odd enlisted men draw about $1.50 per diem. Rations for the 268 officers and men cost about 50 cents each per diem. The estimate of about $500 per diem, is exclusive of the transportation cost which must also be paid, and which is not so easily estimated.

Excursion Tuesday.

The annual excursion of Bladen St. M. E. Sunday school will be run on the steamer Wilmington to Carolina Beach and return tomorrow. There will be two trips of the steamer at 9 a. m., and 2:30 p. m., and all friends are invited and are assured a pleasant day.

MAN KILLED BY YARD ENGINE AT CROSSING

G. B. Congleton Dies at Hospital From Injuries.

Engineer Unable to Account for Presence on Tracks—Home in Wilmington—Inquest Will Be Held This Morning.

Mr. George B. Congleton, who resided at No. 410 Queent St., was struck and fatally injured about 8:30 o'clock last night by yard engine No. 118 of the Atlantic Coast Line at the railroad crossing on Ninth street near Brunswick, both of his legs being cut off. The young man died within ten minutes after he was removed to the James Walker Memorial Hospital.

The yard engine was being driven around the "Y" track on the W. C. & A. freight main line in order to be turned around for some shifting when Mr. Congleton was struck. Mr. F. A. Hudler, engineer in charge, said that only only a slight tremor under the tank of his engine caused him to suspect that he had struck anything. The engine was on a curve at the time and the headlight of the engine did not show any object on the track ahead, according to Engineer Hudler, who also said that Young Montgomery, the colored fireman, was in his seat and had rung his bell before reaching the crossing and also failed to see anything on the track.

As soon as he discovered that he had struck a man and that he was seriously injured. Engineer Hudler ran his engine back to the round house and reported to the foreman, who immediately called Dr. R .B. Slocum, local surgeon for the A. C. L. company ,to the scene. Dr. Slocum arrived in his machine about 20 minutes after receiveing the call and the injured was rushed in an unconscious condition in an ambulance to the Hospital, where it was thought useless to operate.

At the hospital it was found that his body had been terribly crushed, both arms and his left hip were fractured, his right leg cut off above the knee and his leg leg below the knee. He was in an unconscious condition when he was found by Dr. Slocum and was never able to speak.

Dr. Slocum notified county Officer H. Mack Godwin, who immediately went to the home of Coroner A. S. Holden at Winter Park and brought the latter to the hospital in an automobile. Coroner Holden viewed the body and announced that he would hold an inquest this morning at 10 o'clock at the Court House. No jury was summoned last night and the body of Congleton will remain at the hospital until it can be viewed by the coroner's jury.

The deceased lived with his father and mother, Mr. and Mrs. David B. Congleton, at No. 410 Queen street, and was employed with a lumber plant up the Cape Fear river. He came home Saturday night to spend Sunday, leaving the boat in which he made the trip to the Angola Lumber plant near Hilton. He was at home for dinner and this was the last time he was seen by any of his relatives.

He was about 22 years old and unmarried. Surviving him besides his aged father and mother is a brother, Mr. Luther F. Congleton, and a sister, Miss Mary L. Congleton, both of this city. The family was notified of the death by Officer Godwin. The mother and sister were prostrated with grief when they learned of the unfortunate death.

The young man had the reputation of being sober and industrious and had many warm friends, who will deeply sympathize with the family.

How the deceased happened to be on the track and why he did not get out of the way of the engine was not known last night. It was supposed by his relatives that he was returning home.

Engineer F. A. Hudler made the following statement last night concerning the accident:

"I was driving the yard engine around the "Y" about 8:30 o'clock, when suddenly I heard a little noise under the tank. When I got down to see what it was, I found the body of a man lying partly within the rails and part of his body outside."

"We were on a curve and engine's headlight did not show up any object ahead of me on the track. The fireman was on his seat and began to ring his bell before reaching the Ninth street crossing, and the man was found about a hundred yards beyond the crossing. The engine wa not running more than four or five miles an hour."

PIPE ORGAN INSTALLED

$4,000-Dollar Intrument is Placed in Bijou Theatre.

The Bijou theatre has had installed during the past week a mammoth Seeburg Pipe Organ and Orchestra, the very latest model with many new improvements, the instrument costing a little more than $4,000. The instrument, besides containing a pipe organ and regulation piano, has more than one hundred and fifty other instruments incorporated in it, including every imaginable drum trap, train whistle, exhaust, baby cry, and a multitude of other effects.

A series of push buttons, operated electrically through an immense motor, operate every effect from the keyboard at the front. Thus one man who understands the instrument, can have under his personal control, more than two hudred different instruments and effects. When playing automatically from the roll music, all of these effects are produced automatically.

HOUSEBREAKING CHARGE.

Colored Boys Implicated in Robbery of Northrop Residence.

Late yesterday afternoon at Thirteenth and Orange streets, Officer W. H. Kermon arrested Son Eddie, a colored boy about 12 years of age, who is charged in a warrant with housebreaking in that he is alleged to have been one of half dozen or more pickaninnies who a few afternoons ago entered the residence of Capt. W. H. Northrop, Jr., at 1513 Market street. The police have been quietly at work on the robbery of Capt. Northrop's home for several days, and with the arrest of the boy yesterday afternoon they believe they have the party who did the mischief. While nothing of very great value is reported to have been stolen from the house, the boys are reported to have ransacked the place from top to bottom. Entrance was effected by breaking a glass panel from a door in the rear, through which the boys crawled.

HISTORY OF OLD NAVY YARD

Mrs. J. A. Fore, of Charlotte, Gives Some Facts About Wilmington Ship Building Concern.

In a recent issue of the Charlotte Observer, Mrs. James A. Fore of that city, who is historian of Stonewall Jackson Chapter, U. D. C., gives some interesting facts about the old "navy yard" in Wilmington, where many ships were built before the War Between the States. In view of the revival of ship building at this port by the Wilmington Iron Works, the article will be of particular local interest at this time. Mrs. Fore writes as follows:

"I was glad to note from an article of Mr. Edward L. Cowles in today's Observer that the old 'navy yard' on Eagle's Island opposite the city of Wilmington was being rehabilitated for the ship building industry that was so important to that city years ago.

"The 'navy yard' or 'Beery's Ship yard' as it was called in those days, was not owned by the Confederacy but by my grandfather, Samuel Beery, and my father, Capt. B. W. Beery.

"My grandfather died in 1853 and there afterward, the ship yard was owned and operated by my father. During the war Captain Beery's skill and his ship yard were at the service of the Confederate government, hence the name 'navy yard.'

"Captain Beery built many war vessels during the four years conflict, among them the iron-clad 'North Carolina.' This was the ship that Mr. Cowles' informant confused with the iron-clad 'Merrimac,' which as the United States steam frigate 'Virginia,' was built in Boston, Mass., in 1855 and later converted into the first iron-clad in the world, at Ports Mouth, Va.

"The 'Advance' and all the blockade runners were built in England for the State of North Carolina and the Confederacy, speed being the prime requisite. The period of the war was the beginning of the era of steam vessels in the South.

"The machinery of the Wilmington navy yard was never shipped to Charlotte as the 'yard' did service all during the war, and was only discontinued when the Federals entered Wilmington after the fall of Fort Fisher, when Captain Beery, himself, set fire to the buildings, ways, and machinery just as the Confederate army under General Hoke and Colonel Hedrick evacuated the city.

"The 'Charlotte navy yard' was manned and equipped by men and machinery from the Norfolk navy yard, when the city of Norfolk was evacuated by the Confederates, and the navy yard dismantled and burned, on the approach of the Federals in May, 1862.

"It was then that the 'Merrimac' was sunk by the Confederates to prevent the Federals using her.

"MRS. JAMES A. FORE,
"Historian Stonewall Jackson Chapter, U. D. C."

FUNERAL OF MR. MORGAN

Services Were Conducted Yesterday Afternoon at Richards.

Funeral services for Mr. Benjamin Franklin Morgan, who died Saturday night at the James Walker Memorial Hospital, were held yesterday afternoon at 3 o'clock at Richards, to which place the body was removed for interment on the steamer "Mohawk." The services were conducted with Junior honors by Councilor, A. D. Cashwell, of Jeff Davis Council, No. 63, Wilmington, of which council the deceased was a member.

The honorary pallbearers were: Messrs. Hardy Lanier, G. T. Grotgen, J. S. Singletary, and A. D. Cashwell. The active pallbearers were: Messrs. A. J. Kranka, Merton Reece, John Lanier, E. E. Russ, J. N. Russ, and G. Patterson.

CAR RAN INTO JITNEY

Two Policemen and Citizen Slightly Hurt Yesterday Afternoon.

In the act of boarding a jitney bus of the Auto Transit Co., at Fifth and Castle streets yesterday afternoon a few minutes after 1 o'clock, Policemen M. C. Gray and W. H. Rivenbark and Mr. J. O. Harvell, a citizen, were knocked down and the two first named were slightly injured when the jitney was bumped into from the rear by one of the city street cars being operated in the same direction. The jitney was shot forward some distance and knocked to one side, but was not badly damaged. Officer Gray had his arm and shoulder bruised and Officer Rivenbark had a painful contusion of the leg. Both, however, were able to come on to headquarters and take their duty as usual.

Tots Charged With Larceny.

Four young white boys, ranging in age from 10 to 15 years of age, were arrested yesterday by the police on a warrant sworn out by Mr. E. B. Haar, charging them with the larceny of tins of condensed milk from the People's Supply Co., where Mr. Haar is employed as a salesman. The boys are James Mason, Fitzhugh Sellars, Herbert Andrews and W. L. Gaskill and they were paroled in custody of their parents until a meeting of the Recorder's Court today. The three first named were arrested by Officer W. H. Kermon at their homes in the southern part of the city and the last named by Officer C. G. Jones at Market and Water streets.

MILLER'S ANTISEPTIC OIL KNOWN AS

Snake Oil

Will Positively Relieve Pain in Three Minutes

Try it right now for Rheumatism, Neuralgia, Lumbago, sore, stiff and swollen joints, pains in the head, back and limbs, corns, bunions, etc. After one application pain disappears as if by magic.

A never failing remedy used internally and externally for Coughs, Colds, Croup, Sore Throat, Diphtheria and Tonsilitis.

This Oil is conceded to be the most penetrating remedy known. Its prompt and immediate effect in relieving pain is due to the fact that it penetrates to the affected parts at once. As an illustration, pour Ten Drops on the thickest piece of sole leather, and it will penetrate this substance through and through in three minutes.

Accept no substitute. This genuine is golden red color only. Every bottle guaranteed; 25c. and 50c. a bottle, money refunded. At leading druggists.

HARDIN'S PHARMACY.

YOUR MONEY

Deposited in this bank is assured of Absolute Safety, and in addition Earns for You 4% Interest, Compounded Quarterly. Service of the Highest Character is rendered to the customers of our bank, and the small account receives the same careful attention as is shown to all others.

ESTABLISHED 1900

THE PEOPLES SAVINGS BANK

CORNER FRONT AND PRINCESS STREETS

Report to the Corporation Commission of the Condition of

The Wilmington Savings & Trust Company

WILMINGTON, N. C.

At the Close of Business on June 30th, 1916.

ASSETS:		LIABILITIES:	
Loans and discounts, other than demand	$2,103,075.81	Capital	$ 100,000.00
North Carolina State Bonds	10,000.00	Surplus	200,000.00
All other stocks, bonds and mortgages	13,350.00	Undivided Profits	79,508.01
Banking House	50,000.00	Dividends Unpaid	4,047.50
All other real estate owned	2,300.00	Deposits	2,470,879.96
Demand Loans	285,992.09	Discounts unearned	10,000.00
Cash, on hand and in banks	330,217.57	Building reserve	10,000.00
Invested Trust Funds	85,500.00	Accrued interest due depositors	11,000.00
Total	$2,885,435.47	Total	$2,885,435.47

I, Jno. Lewis Williams, Cashier of the Wilmington Savings & Trust Company, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

JNO. LEWIS WILLIAMS.

State of North Carolina, New Hanover County.—
Sworn to and subscribed before me, this 6th day of July, A. D. 1916.
C. S. GRAINGER, Notary.

Correct—Attest:
W. V. HARDIA,
R. H. NORTHROP,
N. B. RANKIN,
Directors.

SAXON PATHFINDER

Mr. Osmond L. Barringer Arrives on Tour From Charlotte—Routes.

Arriving in the city a few days ago was Mr. Osmond L. Barringer, of Charlotte, who is traveling in a Saxon roadster, which he is using as a pathfinder in determining the most feasible route for the proposed Asheville-Charlotte-Wilmington highway, which is gradually being connected up link by link through the several counties.

Mr. Barringer came by Wadesboro, Rockingham, Maxton, Lumberton, Whiteville and other towns, but on the return will look over the route via Burgaw, Clinton, Fayetteville, Pinehurst, thence over Smith's Ferry, near Rockingham, and back to Charlotte.

Mr. Barringer is an enthusiastic highway advocate and has already done much towards interesting the people of the Western part of the State in highways connecting principal towns and cities. Now that he has turned his attention to the eastern end of the proposed Asheville-Charlotte-Wilmington highway the people along the proposed routes may expect to hear something from him.

Mr. Barringer is stopping at Wrightsville Beach and did not have an opportunity of meeting many of the Wilmington highway officials, but he hopes to return here later in the summer and will in the meantime give the readers of the papers some interesting information which he is gleaning upon the present tour.

An Extraordinary Sale of

TOILET GOODS

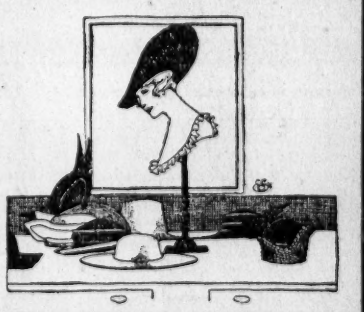
At Decisive Reductions From Regular Prices

Three Days Only

JULY 10th TO JULY 13th

Care should be exercised in the choice of toilet preparations. Suitable soaps, perfumes, creams, tonics, powders, pastes, dentifrices, etc., will help vastly in preserving the softness of one's skin, the whiteness of one's teeth, the silken loveliness of one's hair, when Summer sun and sea tan, blister, dry and discolor.

Here in this special sale you have an unlimited selection of toilet aids in boxes and jars and tubes and bottles that bear the imprint of manufacturers who never adulterate to cheapen productions or add bulk. All are offered during this sale at much less than usual prices. No reduction of "Meba" Preparations.



Air Float Round Can Talcum Powder 3c
Air Float Borated Talcum, all odors, at 7c
Babcock's Corylopsis of Japan Talcum, at 11c
Spooner's Corylopsis of Japan Talcum, at 11c
Colgate's Talcums, all odors 11c
Mennen's Violet and Borated Talcum, at 11c
J. B. Williams' Carnation and Violet Talcum, at 11c
Colgate's Florient Talcum, at 19c
Honey Moon Talcum at 11c
Squibs' Talcum Powder at 19c
Colgate's 25c. Dental Cream 17c
Colgate's 15c Dental Cream 9c
Pebeco Tooth Paste, big size 38c
Diana Face Powder 36c
Java Rice Face Powder 36c
Hudnut's Violet See Face Powder, at 36c

Madame Cavalier Face Powder at 19c
Air Float Face Powder at 8c
Azurea Face Powder at 87c
Palm Olive Combination Face Powder, at 38c
Mary Garden Face Powder at 87c
Sanitol Face Powder at 19c
Woodbury's Face Powder at 19c
Madame Cavalier Cream Superbe, at 19c
Palm Olive Vanishing Cream 38c
Jergens' Benzoin and Almond Lotion, at 19c
Palm Olive Shampoo at 38c
Spooner's Violette Esse Toilet Water at 38c
Spooner's Honey Moon Toilet Water, at 38c
Jergen's Royal Perfumes, at 19c
Colgate's Florient Toilet Water at 59c
Williams' Iridesca Toilet Water, at 19c

Colgate's Violet Toilet Water 19c
Colgate's 25c Cashmere Bouquet Soap, at 19c
Colgate's Special Cashmere Bouquet Soap, at 8c
Colgate's Natural Odor Soap, 7c
Palm Olive Soap 7c
Woodbury's Facial Soap 19c
Recamier Bath Tablets 8c
Jergen's Peroxide Bath Soap 8c
Jergen's Violet Glycerine Soap 8c
Williams' Pine Tar Soap 8c
Sweet Maiden Soap 3c
Williams' Shaving Stick, large size 18c
Williams' Shaving Stick, small size 8c
Williams' Barbers' Bar 5c
Williams' Cup Shaving Soap 4c
Williams' Shaving Cream 18c
Enchanto Smelling Salts, at 19c
Bourpois' Rouge Fin, at 8c
Lip Sticks 38c
Black and Brown Brow Pencils at 8c

BELK-WILLIAMS CO.

SOCIAL

Mr. G. C. Bordeaux ,of this city, returned yesterday evening from Currie, N. C., where yesterday morning at 10 o'clock he was present and spoke at a meeting of the Christian Endeavor Society of that place, giving the organization there a number of points of interest in their work. There were about fifty members present and all seemed to enjoy the address of the speaker. After adjournment of the society, dinner was served in the church and proved a delightful and satisfying feature of the day. Sunday school was held dat 2 o'clock in the afternoon, followed by the regular church services. Mr. Bordeaux speaks in the highest terms of the hospitality of the good people of Currie.

• • •

REST ROOM OF HOUSEWIVES' LEAGUE NEEDED BY WOMEN

Certain members of the Housewives' League, who have given considerable time and attention to the matter, declare that the problem of maintaining the Woman's Rest room in the Home Savings Bank building where it now is, is becoming more difficult, although the convenience is more appreciated by the ladies in the shopping district today than ever before.

Some of our merchants who are the source of its maintenance seem a little averse, it is stated, to displaying their wares at the Rest Room for a slight remuneration while others readily realize the benefit gained through this medium of advertising but latter are in the minority. To solve the problem, it was further said, co-operation as heretofore should be given as this source of revenue is the only means of meeting current expenses.

• • •

ELABORATE ENTERTAINMENT IN HONOR OF TWO JUNE BRIDES

Kinston, N. C., July 9.—Mrs. Errol Dixon and Miss Lucile Dixon were at home at the residence of the former, 116 East Blount street, Friday afternoon from 5:30 to 6:30, in honor of two brides of the season, Mrs. David Lloyd Dixon and Mrs. Thomas Woodley Heath. Mrs. Dixon, who was Miss Hines, daughter of Mr. and Mrs. W. T. Hines, was married in this city last month, and Mrs. Health, who was Miss Ross, of Bonnerton, N. C., in her home town about the same time.

The function was one of the most largely atended of the year here. The interior of the Dixon home was a charming scene. The decorations were principally of cut flowers, potted plants and smilax, these used unstintedly and in excellent taste. Many beautiful gowns and their fair wearers added to the attractiveness of the spectacle. There were probably more than 300 callers. The hostesses proved adept entertainers and the occasion one of the season's most successful.

The following assisted Mrs. Dixon and Miss Dixon: Mrs. Dan, Parrott, a sister of Mrs. D. L. Dixon, and Miss Clara Oettinger, at the front door; Mrs. Ira M. Hardy, who ushered the callers to the punch room; Mrs. E. G. Barrett, stationed just inside the punch room door; Mesdames R. A. Whitaker and R. L. Crisp, who presided over the bowl; Misses Lottie Canady, Ann H. Harvey, Carrie Lee Beasley and Reide Pittman, who served the delectable beverage; Mrs. Hugh Parham, who introduced the guests to the receiving line; Mrs. Jack Parrott and Mrs. W. B. Douglass, at the door of the guest room; Mrs. E. B. Lewis, officiating at the guest book; Misses Muriel Hadley and Virginia Copeland, in charge of a Victrola; Miss Carlotta Mewborn, at the door leading from the guest room into the dining room; Mrs. Ben. Haylor, at the dining room door; Mrs. E. V. Webb, presiding over the dining room; Misses Susie Canady, Marie Moseley, Irma Tapp and Myrtie Humble, who served on ice course and mints, and Miss Leah Oettinger, whose duty was bidding the departing guests good bye.

In the receiving line were: Mrs. Errol Dixon, Miss Dixon, Mrs. David Dixon, Mrs. W. T. Hines, Mrs. Heath, Miss Ross, of Greenville; Mrs. W. D. Hood, another recent bride; Miss Russell, of Birmingham, Ala.; Miss Richardson, of Dover, and Miss Canfield, of Morehead City.

PERSONAL PARAGRAPHS

—Councilman W. D. McCaig left last night for Washington, D. C., where he will be for several days on railroad business.

—Among the arrivals at the Imperial hotel were: Miss Marie C. Barfield, Mt. Olive; W. E. Norris, Charlotte; E. W. Vinson, Rocky Mount; J. C. Woodard, Lumberton; C. R. Cook, Hamlet.

—Among the arrivals at the Hotel Wilmington yesterday were: W. J. Boon, Raleigh; M. W. Teachey, Wallace; R. J. Corbett, Henderson; Mr. and Mrs. P. K. Teachey, Rose Hill; J. B. Bowen, Lumberton; Mr. and Mrs. F. P. Stafford, Greensboro; S. M. Torrence, Pollocksville, and Messrs. John and William Pierce, Pollocksville.

Melbourne, Australia, July 9.—The Australian war casualties up to May 29 are officially given as 41,102. Three hundred and seventy-five officers have been killed, 251 wounded and 9 made prisoners of war; and among the rank and file 7,370 have been killed, 9,398 wounded, 1,155 are missing and 53 prisoners. Sick officers number 689 and sick men 21,430.

ALRECO FABRICS

include the newest and most fashionable effects in this season's

White Goods

A. D. BROWN

LAYMEN'S CONFERENCE PLANS

At Lake Junaluska Next August is Described by Rev. E. H. Rawlings—Speaks at Local Churches.

Rev. Dr. E. H. Rawlings, of Nashville, Tenn., secretary of the Laymen's missionary Movement of the Southern Methodist church, addressed a mass meeting of men at Grace Methodist church yesterday afternoon at 4 o'clock at which he outlined plans for the great triennial Laymen's Conference which will be held at Lake Jualuska, N. C., August 1 to 5, inclusive. The speaker expressed the hope that Wilmington will be represented by a large delegation at this conference.

Dr. Rawlings emphasized the fact that laymen from all the Methodist churches from the South and Southwestern states will be in attendance from as far North as Baltimore and as Far West as El Paso.

At the union service at the same church last night Dr. Rawlings delivered a very inspiring sermon on the subject of, "The Coming Layman," in the course of which he emphasized the larger place in the work of the church which the layman is destined to have in the future.

At attractive musical programme was rendered at the afternoon service, which included a special selection by the members of the Acme Quartette. The Quartette also lead in the singing of hymns in which the congregation joined.

Dr. Rawlings also delivered a very strong sermon at the 11 o'clock service yesterday morning at Fifth Avenue Methodist church.

LOCAL WOODMEN OF WORLD ATTEND SPECIAL SERVICES

Rev. J. P. Pate Delivers Inspiring Sermon at Bladen St. Church.

Rev. J. P. Pate, pastor of Bladen Street Methodist church, delivered a special sermon last night at the church to the Woodmen of the World, which was heard by a number of local Woodmen and a large congregation

The speaker emphasized the good work which the Woodmen are accomplishing through their order, and urged that this work be continued and extended. He appealed to the Woodmen to follow the example set by Christ when he directed the fishermen to go out with their nets in deeper water, with the result that their efforts were much more successful.

Considering the inclement weather there was a good sized delegation of Woodmen. They assembled at 7:30 o'clock at their hall in the Odd Fellow's building and marched in a body to the church, where special seats were reserved for them.

MR. PETERSON INJURED

Mr. Cameron Back From Pacific Coast —Other New Bern News.

(Special Star Correspondence.)

New Bern, N. C., July 9.—Mr. R. H. Peterson, an employe in the local shops of the Norfolk Southern Railway Company, was painfully injured yesterday afternoon when he fell over a set of steps which had been removed from a car.

Mr. Peterson had been working on a car which had been jacked up and seeing this begin to move he decided that it was in danger of toppling over and jumped in order to get out of the way, in so doing he fell over the steps mentioned.

He was carried to Fair View hospital and is being given treatment there.

Mr. J. E. Cameron, of Kinston, former United States Deputy Collector in this district, spent a short while in New Bern last evening enroute home from the Pacific coast where he has been touring for the past five or six weeks.

Mr. Cameron went to Los Angeles, Cal., a grand representative of the Commandery of the Knights Templar of North Carolina to the national Grand Commandery in that city. He declared that the trip was fraught with interest and that he enjoyed it immensely.

Mr. and Mrs. M. M. Marks, returned to New Bern on a special car from Atlantic City, bringing with them their daughter, Miss Esther, who has been and is at present, very ill.

Accompanying the party was Dr. R. S. Primrose, of this city, and a trained nurse. Miss Marks' condition was reported this afternoon as being as encouraging as could be expected.

SPEAKS OPTIMISTICALLY OF NORFOLK SOUTHERN'S BUSINESS

General Passenger Agent Leard Visits Morehead City and Camp Glenn.

(Special Star Correspondence.)

New Bern, N. C., July 9.—Col. H. S. Leard, general passenger agent of the Norfolk Southern Railway Company, is spending today at Camp Glenn and Morehead City attending to matters connected with the company's business.

While in the city Col. Leard spoke in a most optimistic tone of general business conditions with the Norfolk Southern at the present time. He declared that the citizens of this section, as well as trose on the Raleigh and Charlotte divisions, were giving the road all possible support and that, in return, the railway company was doing its best to give them excellent service.

Speaking of the present season at Morehead City, he declared that it had already eclipsed any of recent years and that it gave promise of being the most successful in the history of that place. The Atlantic Hotel, he stated was at present full of guests and were receiving requests for reservations on every mail. The Charles Hotel is also enjoying a liberal patronage, he declared, and, in all, there are hundreds of visitors spending the summer months in the city by the sea.

Col. Leard's main object in going to Morehead City is to confer with Mr. Clarence Hines, who is in charge of all train movements regarding the North Carolina troops.

OPTIMISM IN FRANCE

New Prophets Say War Will Be Over Sooner Than People Think.

Paris, July ——Optimism is now crowding pessimism into the last ditch in the French psychology of the war.

"It will all be over sooner than you think," say the new prophets replacing those that have been driven out of business by time, ridicule and the course of events.

A few go so far as to say "The boys will all be home befor esnow flies," but that is taking only local chances since snow rarely flies over the bulk of French territory. The most audacious take their courage in both hands and declare "every man will be out of the trenches by Christmas."

Wrightsville Beach

Dr. W. A. McPhaul, of Lumberton, was a guest yesterday at the Seashore hotel.

Mr. and Mrs. J. H. Culbreth, of Fayetteville, were among the arrivals yesterday at the Oceanic hotel.

Messrs. M. W. and A. D. Teachey and Miss Teachey, of Wallace, were guests yesterday at the Oceanic hotel.

Miss Grace Hatcher and Mrs. W. W. Hatcher, of Charlotte, were among the arrivals at the Seashore hotel yesterday.

Mr. and Mrs. Harry Latta and little son, Harry, Jr., have returned to their home at Wilson, after spending a week at the Seaside cottage.

Mrs. J. Reillye and Miss Genevieve Donaldson, of New York, and Mrs. Chas. Rogers, of Wilmington, were week-end guests of Mr. and Mrs. C. T. Stewart, at the Seaside cottage.

Miss Rosalie A. Higgins, society editor of the Montgomery (Ala.) Advertiser, arrived yesterday to spend her vacation at the beach. She is a guest at the Seashore hotel.

Mr. and Mrs. B. M. Everett, Mr. and Mrs. G. K. Seedon, Mrs. C. R. Stewart, Misses Mary Ward and Laura C. Cowles, A. C. Cowles and C. B. Wahr, all of Atlanta, Ga., were among the arrivals at the Hanover Inn yesterday.

More than 3,000 people from Wilmington visited the beach yesterday and last night, finding the change from the rather humid atmospheric conditions in the city to the cool and refreshing ocean breezes a most delightful one.

The Atlantic Coast Line brought in 754 excursionists from nearby points yesterday on its regular trains. Most of them went to the beach to spend the day, returning to their homes last night and this morning.

Mr. and Mrs. Osmond Barringer, of Charlotte, were among the arrivals at the Oceanic hotel yesterday. Mr. Barringer is the "original" automobile man of North Carolina, having gone into this business when the industry was young, and is still actively engaged in it.

Among the arrivals at the Oceanic hotel yesterday were: W. M. Boney, Atlanta; Mrs. Louis Schultz, Rocky Mount; R. J. Corbett, Henderson; Lon L. Stroble, Robert C. Stevens and Frank M. Stevens, Atlanta; J. T. Shaw, Cartersville, Ga.; L. W. McLemore, Sumter, S. C.; Misses Effie Taylor and Beulah R. Henderson and W. S. Dodd, Atlanta.

A solid train of Pullman cars, with 300 passengers from points in Georgia and Alabama, was run as the second section of the Seaboard passenger train arriving at Wilmington yesterday, shortly after noon. This is the first special train from a distant point to come to Wilmington this summer. This train was made up in Atlanta. Those coming on the train will spend ten days at the beach enjoying the many features that are to be found here.

Col. Tom. Dunham, formerly night clerk at the Seashore hotel, who has been connected for several years with the Jefferson hotel in Birmingham, Ala., arrived yesterday to spend ten days at the Seashore. Mr. Dunham likes the beach so well that he always spends his vacation here. He brought along a fresh assortment of tricks and for the next few days his numerous friends will be amply entertained. There is but one Tom Dunham, and he numbers his friends by the thousands, and they are to be found everywhere.

A pleasing feature of the Sunday night concerts of Don Richardson's orchestra at Lumina is the playing of the National hymns of different countries. Last night the programme was concluded with "The Marseillaise," the national hymn of France, and "The Star Spangled Banner," the national hymn of the United States. These selections were greeted with tremendous applause by the large audience, which was present to enjoy the splendid concert. There was also a large audience at the afternoon concert. The delightful ocean breezes furnished a most pleasant setting for the concerts which were as usual first class in every particular.

Among the arrivals yesterday at the Seashore hotel yesterday were: Vardell Grantham, McDonald; Odom Alexander, Charlotte; S. K. Nash, Lumberton; Mr. and Mrs. C. T. Steele and Miss Frankie Beard, of Cleveland, Tenn.; T. B. Peirce, Durham; Mrs. Henry Kuhert, Miss Lucile Kuhert and Wimberly Peters, Atlanta; Mr. and Mrs. Madison Milone, Cartersville; T. J. Lyon, F. N. Lyon, E. T. Haynes, Mr. and Mrs. R. D. Grove and Mrs. E. R. Grove, Mr. and Mrs. Paul Reese, Mrs. C. W. Dubose, Atlanta; James Webb, Athens, Ga.; W. F. Bowers, W. M. Bowers, Miss Lou Tufts and Mrs. W. F. Bowers, Spartanburg, S. C.; Mr. and Mrs. Peter McLynch, Mr. and Mrs. George T. Dodd, Misses Nellie Dodd, Georgia Rice and Helen McCullough, Mr. and Mrs. James T. Williams, Mrs. W. F. Spaulding, Mr. and Mrs. Cliff C. Hatcher, Harry M. Thompson, Lee Henry, Atlanta; Miss Rosalie A. Higgins, Montgomery, Ala.; Misses Lucy Evans and Ollie White, Atlanta; Jack Everett, Rocky Mount; Mr. and Mrs. W. H. Manly, Mrs. A. B. Johnston, Mrs. C. W. Cody, Miss Annie Lee, Misses Agnes Walker and Miss Annie Walker, Birmingham, Ala.

Yesterday's Charlotte Observer: "Mrs. R. C. Crisman, and children, Rebecca and James, and Mrs. Snyder's niece , Miss Pauline Hardy, left Friday morning for Wrightsville Beach, where they will spend two or three weeks.—Mrs. J. P. Little and daughter, Miss Minnie Little, Mrs. Wade H. Harris and daughter, Miss Cora Annette Harris, of this city, and Mrs. H. C. Dockery, of Rockingham will form a party for Wrightsville Beach, leaving Friday morning.—Miss Helen Barham, of Nashville, Tenn., will arrive in the city Monday morning to accompany Miss Bennetta Heath to Wrightsville Beach. Miss Barham was a recent pretty and attractive guest of Miss Heath, Mrs. B. D. Heath and two younger children, Lydia and Lee will accompany Miss Heath and Miss Barham to Wrightsville Monday afternoon.—Mr. and Mrs. George M. Meyer and family and Mr. and Mrs. Harold S. Hall and family will leave Saturday for Wrightsville Beach, where they will spend two weeks at Hanover Seaside Club.—Mr. and Mrs. Osmond B. Barringer will leave this morning in their car for a few days' trip to Wrightsville Beach."

ELKS OFF TO BALTIMORE

About Twenty-Five in Party From Wilmington—Traveling in Special Pullman for Great Reunion.

Traveling in a special Pullman over the Atlantic Coast Line, the party being in special charge of Capt. E. Cliff Cohen, traveling passenger agent of the system, something like twenty-five members of Wilmington Lodge No. 532, Benevolent and Protective Order of Elks, and members of their families, left at 6:45 o'clock last evening for Baltimore, Md., where this week they will attend the National reunion of the order.

The party was headed by Past Exalted Ruler H. E. Longley and it will be joined by other members of the order as the train proceeds on through the State, the indications being that the attendance from North Carolina will be unusually large. Hotel accommodations have already been secured for the party in Baltimore and the Elks and their friends are looking forward with much pleasure to the great gathering.

Among those in the party from Wilmington were Messrs. H. E. Longley, J. W. Blake, C. A. Lord, E. C. Cohe, E. J. Schadt, Dr. J. H. Honnet, W. D. Huhn, of Burgaw; L. Stein, Mr. and Mrs. H. A. Webber, Mr. and Mrs. I. W. Solomon, A. J. Mitchell, Leon Futrelle, James Owen Reilly, Louis Schler, William Struthers, J. S. Brittain, H. D. Springer and W. E. McDaniel, of Whiteville.

The party will be away until the last of the week and will take part in the various features of this biggest of all weeks in Baltimore. Baltimore always handsomely entertains and reports from that city are that more than the usual preparations have been made for giving the visitors an idea of the hospitality of the Monumental City.

SHARK KILLS BATHER

Bites Off Both Legs of Bellboy at Springlake, N. J.

Springlake, N. J., July 9.—While hundreds of summer visitors on the beach and in the south end pavilion looked on helpless, Charles Bruder, a bellboy in one of the largest beach front hotels, was attacked by a shark and before help could arrive lost both his legs. He died 10 minutes after he was brought to shore.

Bruder had gone in for a swim from the pavilion, which is directly in front of the New Monmouth Hotel, the resort's largest hostelry. When he went 100 feet or more beyond the lifelines he was heard to cry, and the water about him was red with blood. The guards launched a boat and were at his side in the bloody water in a short time. Bruder exclaimed, "A shark bit me!" and became unconscious as he was pulled into the boat.

The two guards brought him to shore and tried to give first aid while waiting for a physician, but the victim died within 10 minutes. Examination of the body disclosed the fact that the shark had bitten Bruder in the side before taking his legs off, as there was a deep gash below his left arm. The left leg was cut off clean above the knee and the right leg just below the knee.

This is the second case of the kind reported on the New Jersey coast within the last week, a young man having lost his leg and died at Beechhaven the same way a few days ago.

GOES TO LAKE JUNALUSKA

Dr. Few to Deliver Address There —Other Trinity Personals.

(Special Star Correspondence.)

Durham, N. C., July 9.—President W. P. Few will go this week to Lake Junaluska, where on Thursday he will deliver an address on "The Function of the Sunday School."

Professor Walter S. Lockhart, of the law school; Sidney S. Alderman, last year a senior law student and instructor in French and German, and Jack W. Wallace, a member of the 1916 graduating class here, are at the National Training Camp, at Plattsburg, New York.

R. M. Johnston, a member of the 1916 graduating class, is in charge of the employment bureau conducted by the Greater Trinity Club, a student organization. The bureau usually finds employment whereby about thirty new students are enabled to earn all or a part of their college expenses.

Drs. William K. Boyd and William T. Laprade, of the history department here, are teaching in the summer schools of the Peabody College for Teachers, Nashville, Tenn., and the University of Illinois respectively.

NEWSPAPER MEN TO MEET.

Southern Publishers' Association Opens Sessions Today.

Asheville, N. C., July 9. — The 14th annual convention of the Southern Newspaper Publishers' Association will be called to order here tomorrow morning for a three days' session. It is expected that more than 100 members will be in attendance.

Among the speakers scheduled to appear is William G. Shepherd, war correspondent for the American Press Association, who has just returned from Europe, the subject of his address being "With the Armies in Europe." N. C. Kingsbury, fourth vice-president of the American Bell Telephone Company, will speak on "Spinners of Speech."

Several golf tournaments have been arranged for members of the association and their families. The convention will close Wednesday night with the election of officers, to be followed by a banquet.

Many a Lady is Beautiful

all but her skin; and nobody has ever told her how easy it is to put beauty on the skin. Beauty on the skin is MAGNOLIA BALM. Just try it today. 75 cents at Druggists or by mail. Sample Free. Lyon Manuf'g Co., 42 South Fifth Street, Brooklyn, N. Y.

Notice! Bond Sale!

$5,000 Special School Tax Bonds

Are offered for sale; town of Beulahville, Duplin County, N. C., 6 per cent, payable semi-annually. All bids must be accompanied by check of $100, guaranty of good faith. Bids opened at Kenansville on Thursday, July 20, 1916.

M. H. WOOTEN,
Co. Supt. Duplin County.
July 8, 1916.

TAKES THE PLACE OF DANGEROUS CALOMEL

New Discovery! Dodson's Liver Tone Acts Like Calomel But Doesn't Gripe, Salivate or Make You Sick—Don't Lose a Day's Work—Harmless Liver Medicine for Men, Women, Children—Read Guarantee!

Ugh! Calomel makes you sick. It's horrible! Take a dose of the dangerous drug tonight and tomorrow you may lose a day's work.

Calomel is mercury or quicksilver which causes necrosis of the bones. Calomel, when it comes into contact with sour bile crashes into it, breaking it up. This is when you feel that awful nausea and cramping. If you are sluggish and "all knocked out," if your liver is torpid and bowels constipated, or you have headache, dizziness, coated tongue, if breath is bad or stomach sour, just try a spoonful of harmless Dodson's Liver Tone tonight.

Here's my guarantee—Go to any drug store and get a 50 cent bottle of Dodson's Liver Tone. Take a spoonful and if it doesn't straighten you right up and make you feel fine and vigorous I want you to go back to the store and get your money. Dodson's Liver Tone is destroying the sale of calomel because it is real liver medicine; entirely vegetable. therefore it can not salivate or make you sick.

I guarantee that one spoonful of Dodson's Liver Tone will put your sluggish liver to work and clean your bowels of that sour bile and constipated waste which is clogging your system and making you feel miserable. I guarantee that a bottle of Dodson's Liver Tone will keep your entire family feeling fine for months. Give it to your children. It is harmless; doesn't gripe and they like its pleasant taste.

FIVE NEW RECRUITS

Join Company F at Fayetteville—Forwarded to Camp Glenn.

(Special Star Correspondence.)

Fayetteville, July 9.—Five recruits for Company F, Second infantry, North Carolina National Guard were forwarded to Camp Glenn by Lieutenat R. D. Florence, in charge of the recruiting station here, yesterday. These men are Captain J. M. Tomlinson of the Fayetteville Independent Light infantry; D. B. Maultsby, Ira Black, Lonnie Long, and W. R. Moore. These five men, if they pass the medical examiner, will bring the complement of Company F up to 63. Maultsby was the first man to offer himself for enlistment when the recruiting office was opened here by Lieutenant Florence. Captain Tomlinson was fourth captain of the F. I. L. I., the commander of which has the rank of major. It is thought that he will be given a lieutenancy in Company F, its first lieutenant, D. B. Byrd, having been assigned to the aviation corps of the regular army.

FOUR SERIOUSLY HURT

Steering Gear of Automobile Goes Wrong and Machine Turns Turtle

(Special Star Telegram.)

Durham, N. C., July 9.—W. A. Cook, prominent wood and coal dealer of the city, and three other gentlemen were seriously injured early tonight when the steering gear of a car in which they were riding went wrong and the machine plunged off an embankment turning turtle in the descent and landing in a shallow creek. The accidet occurred on the Alston avenue road about two miles from the city. The car, a five-passenger Ford, was almost demolished. The top was torn off, the wind shield shattered and the body almost wrecked. Four mules, secured from a nearby farm house, were attached to the machine and it was dragged back to the road and later towed to a garage. The occupants were removed to their homes and given medical treatment.

FORECLOSURE SALE

Notice is hereby given that the undersigned will, by virtue of the power of sale contained in a mortgage executed by Matilda A. Hayden, Mary Katherine Hayden, Mary T. Hayden and John Henry Hayden to Nonie F. King, dated the 14th day of February, A. D., 1914, and recorded in the office of the Register of Deeds of New Hanover County in Book 74, page 424 et seq., expose for sale at public auction to the highest bidder, for cash, at the front Court House door of New Hanover County, on Monday, the 7th day of August, A. D., 1916, at 12 o'clock M., all the right, title, interest, property and estate of the said John Henry Hayden in and to all of that lot, piece or parcel of land, situate, lying and being in the county of New Hanover, state of North Carolina, city of Wilmington, and bounded and described as follows, to-wit:

Beginning at a point in the western line of Third street, 66 feet south from the intersection of said western line of Third street with the southern line of Princess street, and running thence southwardly along said western line of Third street 66 ft.; thence westwardly parallel to Princess street 165 ft.; thence northwardly parallel to Third street 66 ft.; thence eastwardly parallel to Princess street 165 ft. to the point of beginning. The same being the eastern half of Lot 2, Black 166, according to the official plan of the city of Wilmington.

At this sale, only the interest of the said John Henry Hayden will be sold, and not the interest of Matilda A. Hayden, who owns a life estate in the same, nor the interest of Mary Katherine Hayden, Mary T. Hayden, or Ellen Agnes Hayden.

Dated and posted this the 7th day of July, A. D., 1916.

NONIE F. KING,
Mortgagee.
E. K. BRYAN,
Attorney.
jy 8-30t.

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ANY HOUR
DAY OR NIGHT
PROMPT SERVICE.
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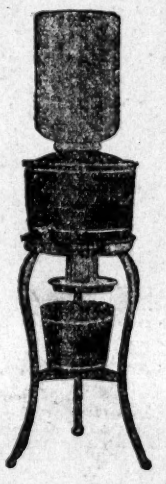

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Wilmington, N. C.

NEW FICTION

THE GOLDEN WOMAN ... by Ridgewell Cullum
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AND HUNDREDS THAT WE HAVEN'T SPACE TO MENTION.

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REPAIRS FOR MILLS, HOTELS AND PUBLIC WORKS.
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Cape Fear Machine Works
'PHONE: 213. — WILMINGTON, N. C.

FINANCIAL AND COMMERCIAL

CLEWS' REVIEW OF BUSINESS

More Favorable Trend for Stocks—The European Situation—Industrial Activity and Finance.

New York, July 8. — The recent drift of events has been more favorable from the stock market point of view. Mexican affairs assumed a more peaceful aspect, and there is good reason for anticipating a satisfactory solution of this problem by means of mediation instead of war. Hitches and setbacks may develop, but one thing is certain, this country does not want war with Mexico; and, once the Mexicans appreciate the sincerity of our declaration that we have no lust for conquest of Mexican territory, the way to permanent peace between Mexico and ourselves should be firmly established. If our government can aid in restoring order on a basis satisfactory to the unhappy people of Mexico, so much the better. Anarchy, misery, poverty and starvation rule our Southern neighbor with a cruel hand at present; and, for such conditions, peace and friendship ought to cure much more effectively than war and hatred.

In Europe the great conflict has broken out with greater violence than ever. At last the Allies have initiated their universal drive; the Central Powers are being sorely pressed in every direction, and it may be the beginning of the end. It is now almost two years since the war began. It seems impossible for the struggle to last another year, and millions on both sides are hoping for peace within another six months. Certainly the war is two-thirds over, and let us hope three-fourths. In bitterness and intensity it will grow toward the end, but the world at large is already preparing for resumption of peaceful activities. The doings of the Economic Conference at Paris in this connection were of much significance, and an agreement between the Allies to form a number of co-operative plans for restoration of their commerce and industry after the war is not surprising.

These agreements are, of course, intended to hamper the Central Powers. It is satisfactory to note, however, that no general boycott is to be declared against Germany. That would be sheer folly, and if carried too far would surely lay the basis for another war as soon as Germany sufficiently recovered. Moreover, if Germany can produce any products cheaper and better than other nations, refusal of the Entente Powers to buy them would inflict self-injury and build up the trade of the other nations at the expense of the Allies. Furthermore, all of the Allies will be only too glad to sell to Germany; an impossibility unless they also stand ready to buy. Commerce has an irresistible habit of leaping over political barriers whenever transactions yield a mutual profit; and is always a powerful peacemaker, causing war only when throttled or fettered to death.

Home conditions are generally encouraging. Our Agricultural output does not promise to be quite as bountiful as last year; but good prices are practically certain, and there is no abatement of prosperity in sight for the American farmer, who has now enjoyed an unusually long period of good fortune. The cry of "back to the farm" was never more justified than now; and the small margin between production and consumption in all the international markets, together with the high prices for all farm products, affords a stimulating prospect for the agriculturist. Regardless of the war, the world's production, especially of animal products, is often below consumption.

Our industrial activity is still running at top speed. The steel trade is positively suffering from over-consumption. Production is operated at the limit, yet there is no cessation in the pressure of orders; no signs of weakness in prices, and steel mills would welcome a respite from the urgent demands of consumers. Some munition factories are shutting down; others, of course, are busy; the rate at which ammunition is now being consumed at the front stimulating expectations of fresh orders. The textile trade, especially in New England, is fairly active and in good condition; the better prices recently obtained for most fabrics resulting in increased dividends on some mill shares and resumption on others. The boot and shoe industry also continues active. Automobile makers have had a wonderful season; home trade having exceeded all expectations, while the export trade on war account has been simply phenomenal.

Financial conditions in the United States are particularly satisfactory. Our banks are prosperous and strong, while our enormous gold supply and the new Federal reserve banks have imparted an expansiveness to our currency that has much to do with present activity. National bank loans are about $1,000,000,000 in excess of a year ago, while bank clearings in June were 46 per cent ahead of last year, and 48 per cent more than in 1914. There is doubtless much inflation in present values; and the growth of trade in this country, domestic and foreign, when measured in quantities as it should be, is much smaller than when measured in values. Political conditions at home are exceptionally quiet and the Presidential campaign for the time being is almost entirely forgotten. The most interesting feature has been the introduction of a new revenue bill to meet the costs of preparedness. This bill is expected to produce about $260,000,000, a large proportion of which is to be raised by doubling the income tax. This bill has as yet received no serious discussion, and the efforts at Washington to railroad it through Congress without proper debate should be strenuously protested. There is no emergency warranting such haste.

The stock market has shown fair activity and responded readily to the better conditions referred to above. There is a good investment demand for the same reasons; stimulated also by the unusual July disbursements, which amounted to about $300,000,000 or $13,000,000 more than a year ago. The new security issues for the principal states during June were estimated at $150,000,000, or $83,000,000 in excess of a year ago. The total new issues for six months of the calendar year are placed at nearly $1,900,000,000, or almost $600,000,000 more than last year. Of the total issues for the last six months, only about $430,000,000 were for railroads, $258,000,000 for public utilities and the remainder for industrial and miscellaneous purposes. There has been great expansion in new steel enterprises; also in the development of petroleum and natural gas.

A further indication of industrial development was the volume of charters granted in the principal States during June, those with a capital of $100,000 or over aggregating $327,000,000, of $97,000,000 more than a year ago. Over $30,000,000 of this amount represented new petroleum concerns. The issue of new railroad securities has undoubtedly been restrained by the buying back among investors of a large amount of securities returned from abroad on account of the British war finance. Rumors of further foreign loans in this market continue, but have not yet materialized.

Negotiations for a $100,000,000 French loan are reported, also considerable applications from Russia and China. Nothing further has been heard of new British financing here. Should these loans appear, they will, of course, have an important bearing on the investment situation. Speculation has been more active during the past two weeks, and prices showed a rising tendency. Prospects favor a more confident market, unless unfavorable developments start fresh liquidation. Peace prospects, of course, will affect munitions shares unfavorably, and a gradual return to a peace basis may be reasonably anticipated sooner or later.

HENRY CLEWS.

CROP REPORT FOR STATE

Summary of Conditions in North Carolina and Estimates of Yield for the Month of July.

Washington, D. C., July 9.—A summary of the July crop report for the State of North Carolina, as compiled by the Bureau of Crop Estimates (and transmitted through the Weather Bureau), United States Department of Agriculture, is as follows:

Corn—July 1 forecast, 59,000,000 bushels; production last year (final estimate), 64,050,000.

All wheat—July 1 forecast, 9,690,000 bushels; production last year (final estimate), 10,355,000 bushels.

Oats—July 1 forecast, 4,880,000 bushels; production last year (final estimate), 8,050,000 bushels.

Rye—July 1 forecast, 487,000 bushels; production last year (final estimate), 575,000 bushels.

Tobacco—July 1 forecast, 197,000,000 pounds; production last year (final estimate), 198,400,000 pounds.

Potatoes—July 1 forecast, 8,850,000 bushels; production last year (final estimate), 3, 150,000 bushels.

Sweet potatoes—July 1 forecast, 8,960,000 bushels; production last year (final estimate), 8,925,000 bushels.

Hay—July 1 condition 83 per cent., compared with the eight-year average of 84 per cent.

Pasture—July 1 condition 90 per cent., compared with the ten-year average of 87 per cent.

Apples—July 1 forecast, 2,150,000 barrels; production last year (final estimate), 1,972,000 barrels.

Peaches—July 1 forecast, 1,160,000 bushels; production last year (final estimate), 1,955,000 bushels.

Cotton—July 25 forecast, 747,000 bales; production last year (Census), 699,494 bales.

Peanuts—July 1 condition 84 per cent., compared with the ten-year average of 85 per cent.

Prices—The first price given below is the average on July 1 this year, and the second, the average on July 1 last year:

Wheat, $1.21 and $1.30 per bushel; corn, 94 cents and 99 cents per bushel; oats, 64 cents and 69 cents per bushel; potatoes, 93 cents and 72 cents per bushel; hay, $16.30 and $18.50 per ton; cotton, 12.1 cents and 8.6 cents per pound; eggs, 18 cents and 16 cents per dozen.

MARINE.

MARINE DIRECTORY.

List of Vessels in Port at Wilmington, North Carolina.

Steamers.

Str. Nicaria (Ger.) 3,288 tons, Holtasch, Heide & Co.

Str. Kiel (Ger.), 2,872 tons, Lemke, Heide & Co.

WILMINGTON MARKETS.

(Quoted July 9, by the Wilmington Chamber of Commerce.)

STAR OFFICE, July 9.

SPIRITS TURPENTINE—42½c.

ROSIN—$4.90, $4.75.

TAR—$2.50-11c.

CRUDE TURPENTINE—$3.50, $3.50, $2.50.

Quotations same day last year—Spirits turpentine, 38¾c.; rosin, $2.35; tar, $1.70-8c..; crude turpentine, $2.50, $2.50 and $1.50.

RECEIPTS.

Spirits Turpentine 35
Rosin 161
Tar 105
Crude Turpentine 13

Receipts — Same day last year: Spirits turpentine, 17 casks; rosin, 275 barrels; tar, 40 barrels; crude turpentine, 9 barrels.

COTTON MARKET.

Market—12½c.; quotations same day last year, Nominal.

Receipts—51 bales; same day last year, 255 bales.

Total receipts since August 1st, to date, 204,772 bales.

Total receipts to same date last year, 275,672 bales.

PRODUCE MARKETS.

(Quoted by W. J. Meredith, July 9.)

SWEET POTATOES — Yams, 60c. to 65c. bushel.

IRISH POTATOES—80c.

CORN—$1.90 to $1.95 per sack.

BEEF—Native dressed, 9c. to 11c.; good demand.

PORK—Small, 10c. to 11c. per pound.

WOOL—Burry, 20c.; first class washed wool, 35c.

HIDES — Green salt, 13c. to 14c.

NORTH CAROLINA BACON — Old hams, 19c. to 20c.; sides and shoulders, 15c. to 16c. per pound; good demand.

BEESWAX—Firm, 28c per pound; good demand.

POULTRY—Chickens, grown, 50c. to 55c.; spring, 20c. to 30c. head.

EGGS—22c. to 23c. dozen.

London, July 9.—Sir James Roberts, of Saltaire, who has just made a gift of £10,000 ($50,000) to the University of Leeds for the foundation and maintenance of a professorship of Russian language and literature, is the head of a firm which first introduced the coarse Russian wool into English worsted manufacture.

WEEK IN STOCK MARKET

Liquidation of War Issues—Advance in Call Money—Moderate Accumulation of Standards.

New York, July 9.—General liquidation of war stocks, predicted mainly on the belief that the boom in that field of industry is on the wane, an advance in call money to 4 1-2 per cent., the maximum quotation since the resumption of tradin gon the stock exchange in December, 1914, further moderate accumulation of standard securities and the favorable changes in the character of the European war constituted the chief features of the week in the stock market.

United States Steel and other representative industrials were but little effected steel holding near its highest level of the year, Lackawanna Steel was firm on reports of large earnings and additional foreign contracts. Coppers and base metals in general were heavy to weak.

May statements of railroad earnings indicated little if any abatement in the enormous tonnage carried by leading transportation lines.

Trade as a whole is proceeding under reduced momentum, according to recognized authorities, but the volume of business shows only a small shrinkage for this season. Scarcity of labor continue to act to the disadvantage of manufacturers of textiles. The more encouraging aspects of the Mexican situation were everywhere hailed with relief.

Monetary conditions are receiving greater attention in local financial circles, although this week's enormous drain on reserves probably will be rectified in the course of a fortnight.

For the first week in almost two months no gold was imported from foreign sources.

NEW ORLEANS COTTON

Damage to Crops by Storm Causes Advance in the Market.

New Orleans, July 9.—The outstanding feature of the cotton market last week was the tropical storm which did great damage to the crops in Alabama and Mississippi. Reports of fields being washed and plants stripped of foliage caused fear for the yield of the Mississippi delta. The market advanced slowly and at its best was 16 to 25 points over the previous week's close. The net change was a rise of 8 to 18 points.

Values were held down to moderate gains chiefly by uncertainty over international policies and the rumor that submarine warfare was being resumed by Germany.

This week the market will be affected to a considerable extent by the summing up of conditions over Mississippi and Alabama. Rainy weather over the greater portion of the belt would work for a higher range of prices. Bright, warm weather probably would lead to increased offerings. The trade is not paying as much attention to politics as recently, but bullish operators believe further success by the Entente Allies would create a situation in favor of the market.

WILMINGTON PEANUT MARKET.

(Quoted by J. S. Funchess & Co.)

Wilmington, July 9—North Carolina Peanuts—Market, steady. Fancy hand picked, 70c; No. 1 machine picked, 65c per bushel.

Virginia Peanuts—Market, steady. Jumbos, 60c; fancy hand picked, 55c; No. 1, machine picked, 50c per bushel.

Spanish Peanuts—Market steady; No. 1, small, machine picked, 80c; Jumbos, 75c per bushel.

PETERSBURG PEANUT MARKET.

(Reported by Rodgers, Plummer & Co., Inc.)

Petersburg, Va., July 9. — Spanish—Farmers' stock—Market quiet, $1.05 per bu.

Virginias—Farmers' stock—Market, firm. Jumbo, 4c per lb.; Fancy hand picked, 3¾c. per lb.; Extra Prime, 3½c. per lb.; Prime, 3¼c. per lb.; Shelling stock, 2½c. to 3c. per lb.

TO START TOBACCO SEASON.

Small Markets to Make Serious Efforts to Get Into Big Business.

(Special Star Correspondence.)

Kinston, N. C., July 9. — Small tobacco markets in this part of the bright leaf belt will make serious efforts to get into the big business that is looked for in the coming sales season. No new markets have been reported here, but practically every second and third-class market of the district is improving its facilities. Nearly all are expected to start the season within a few days after Kinston and the other large markets open up. LaGrange, Robersonville, Ayden and Snow Hill are particularly active. New Bern and Washington of the larger towns among the new markets are making preparations for a record season.

Kinston, N. C., July 9. — Because the parent insisted on Clinton Dawson, a 16-year-old boy, plowing on the Fourth of July, the lad abused the team until his father, Jonah Dawson, a Falling Creek farmer, went to the field and remonstrated with him, and was attacked by the boy with a knife, says a report that has just come to light. Young Dawson flew into a passion, drew a pocket knife and inflicted several cuts upon the man. The victim was not seriously hurt.

CONFEDERATE VETERANS' REUNION

WILMINGTON, N. C., JULY 26th, 27th.

This will be one of the most attractive events to be held in the Seashore City this year, and the

Exceedingly Low Excursion Fares

with a comparatively long limit offered by the

ATLANTIC COAST LINE

The Standard Railroad of the South, will put within the reach of all, in addition to meeting the Veterans and Sons of Veterans and their families **A Trip to Wrightsville Beach, Carolina Beach and Southport.**

At one of the most attractive periods.

Tickets will be sold from all points in North Carolina on July 25th and 26th, and for trains scheduled to reach Wilmington at or before noon of July 27th limited returning to reach original starting point prior to midnight of Monday, July 31, 1916.

For schedules and information, call 'Phone 168, or address

T. C. WHITE, General Passenger Agent, Wilmington, N. C.

THE WEATHER.

United States Department of Agriculture—Weather Bureau.

July 10, 1916.

Meteorological data for the day ending at 8 P. M.:

Temperature at 8 A. M., 79 degrees; at 8 P. M., 77 degrees; maximum, 88 degrees; minimum, 69 degrees; mean, 71 degrees.

Rainfall for the day, .20 inches; rainfall for the month, to date, 2.08 inches.

Stage of water in Cape Fear river at Fayetteville, at 8 A. M. yesterday, 4.4 feet.

STORM WARNING.

Washington, D. C., July 9. — Hoist southwest storm warning 11 A. M. Jacksonville to Morehead City. Disturbance over eastern Alabama moving eastnortheast. Probably strong southerly winds this afternoon and tonight.

FRANKENFIELD.

THE WEATHER.

For North Carolina: Showers Monday and probably Tuesday.

The Port Calendar, July 10, 1916.

Sun rises ..... 5:09 A. M.
Sun sets ..... 7:26 P. M.
Day's length ..... 14 hrs. 17 min.

THE TIDES.

	High water. A.M.	P.M.	Low water. A.M.	P.M.
Wilmington	5:01	5:52	12:21	12:10
Southport	2:22	3:17	9:02	9:59
Masonboro Inl	2:11	3:06	8:42	9:39

WEATHER BUREAU REPORTS

July 10, 1916.

STATIONS:	Weather at 8 P. M.	Temperature: Highest today.	Lowest Last night.	Precipitation at 8 P.M.
Abilene	clear	96	—	.0
Asheville	rain	70	64	1.66
Atlanta	rain	74	68	2.14
Augusta	rain	78	70	.66
Baltimore	rain	80	—	.0
Birmingh	cldy	72	68	.30
Boston	cldy	72	—	.48
Charleston	cldy	82	78	.0
Charlotte	rain	76	68	2.42
Chicago	clear	68	—	.0
Galveston	clear	96	76	.0
Jacksonv pt	cldy	82	74	.46
Memphis	cldy	88	—	.0
Mobile	clear	92	72	.0
Montgom'y	cldy	76	68	1.02
New Orl pt	cldy	92	74	.0
New York	cldy	74	—	.0
Oklahoma	clear	92	—	.0
Palestine	clear	96	72	.0
Pittsburg	cldy	82	—	.0
Raleigh	cldy	82	70	.04
Savannah	cldy	80	74	.30
Shreveport	clear	96	—	.0
St. Louis	clear	88	—	.0
Washing'n	cldy	80	72	.12

ATLANTIC COAST LINE RAILROAD COMPANY.

Office of the Treasurer.
Wilmington, N. C., July 1st, 1916.

The Board of Directors of Atlantic Coast Line Railroad Company has declared a dividend of two and one-half per cent. on the Common Capital Stock of that Company, payable at the office of the Treasurer, Wilmington, N. C., on Monday, July 10th, 1916, to such stockholders as shall be registered on the books of the Company on Monday, June 19th, 1916, at three o'clock P. M.

JAMES F. POST,
Treasurer.

SEABOARD AIR LINE RAILWAY

The Progressive Railway of the South.
Bulletin of Round-Trip Fares in Effect from Wilmington.

BALTIMORE, MD. $14.80
On sale July 5, 6, 7, 8 and 9th; limited returning midnight July 19th.

CHAPEL HILL STATION, N. C. $7.30
On sale July 3, 10th; limited returning midnight August 1st.

ASHEVILLE, N. C $14.05
BLACK MOUNTAIN, N. C. $14.05
HENDERSONVILLE, N. C. $14.05
HICKORY, N. C. $10.85
EDGEMONT, N. C. $12.85
PINEOLA, N. C. $19.30
LENOIR, N. C. $11.85
Tickets on sale Daily until October 15th, limited returning Midnight October 31st

LAKE JUNALUSKA, N. C. $12.55
WAYNESVILLE, N. C. $12.55
On sale July 9 to 14; July 19 to 24, inclusive; July 28 to August 1, inclusive; August 6 to 9, inclusive; limited returning midnight, July 26, August 18 and 28th.

LOUISVILLE, KY $23.00
On sale July 21, 23, 24 and 25; limited returning midnight, August 1st.

ATLANTA, GA $13.95
On sale July 11, 12; limited returning midnight, July 19th.

NASHVILLE, TENN $20.30
On sale July 31, Aug. 1; limited returning midnight, August 9th.

BLACK MOUNTAIN, N. C. $9.90
RIDGE CREST, N. C. $9.90
On sale June 27, 29 and 30th; July 6, 7, 13, 14, 20, 21 and 28; August 1, 4, 14, 15 and 22nd; limited returning midnight 17 days after date of sale.

NASHVILLE, TENN $20.25
On sale July 20, 22 and 24th; limited returning 15 days from date of sale.

MONTEAGLE, TENN $20.70
SEWANEE, TENN $20.70
On sale July 1, 3, 10, 11, 27, 28; August 5, 7, 10, 11 and 12th; limited returning midnight, July 30, August 1, 8, 9; Sept. 5.

MOOSEHEART, ILL $38.80
On sale July 15, 16, 17; limited returning midnight, July 27.

CINCINNATI, OHIO $20.50
On sale July 13, 14, 15, 16; limited returning midnight July 25.

KNOXVILLE, TENN $15.70
On sale July 1, 2, 8 and 15th; limited returning midnight 15 days following date of sale.

SAN FRANCISCO, CAL $92.70
On sale July 22 to 29; limit, two months.

PORTLAND, ORE $94.95
On sale July 22 to 29, inclusive; limit, two months.

SAVANNAH, GA $10.90
On sale August 12, 13 and 14; limited returning midnight, August 31st.

BUFFALO, N. Y. $30.05
On sale July 8, 9 and 10; limited returning midnight July 23rd.

LYTLE, GA. $8.60
(Near Chattanooga), and return account National Military Training Camp at Fort Oglethorpe. Tickets on sale during July and August. See agent for limits and other information.

For further information call 178, City Ticket Office, Orton Hotel Building.

H. E. PLEASANTS,
T. P. A., Wilmington, N. C.

JOHN T. WEST,
D. P. A., Raleigh, N. C.

mh23-tf

Read Star Business Locals

BRAY BROTHERS
STOCKS & BONDS
GREENSBORO, N. C.

WE OFFER

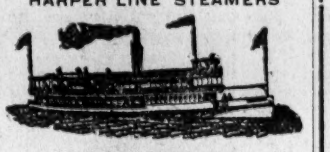
25 to 50 shares Cherryville Mfg. Co., Cherryville, N. C. This is a good cotton mill stock and getting better every day.

20 shares Southern Underwriters Insurance Co., of Greensboro, N. C.

Prices and Information On Application. Write Us a Line

WE BUY WHOLE ISSUES OF BONDS. WRITE US WHAT YOU HAVE FOR SALE.

HARPER LINE STEAMERS



SUMMER SCHEDULE.
Effective June 4th, 1916.
DAILY

Leaves Wilmington for Carolina Beach and Southport, 9 A. M. and 2:30 P. M.

Leaves Southport, 11:45 A. M. and 4:45 P. M.

SUNDAY SCHEDULE:

Leaves Carolina Beach Pier 6 P. M.

Leaves Southport, 11:30 A. M. and 4:45 P. M.

Leaves Carolina Beach Pier 12:30 and 6:00 P. M.

Please ship freight on 9:00 o'clock boat.

J. B. FOX, Agent.

je1-2mo.

Excursion Fares

FROM WILMINGTON

OPEN TO THE PUBLIC.

WASHINGTON $16.00
BALTIMORE $18.00
PHILADELPHIA $22.80
NEW YORK $26.00
BOSTON (Via Norfolk) $30.50
ASHEVILLE, N. C. $14.05
WAYNESVILEE, N. C. $15.35
LAKE TOXAWAY, N. C. $15.75
BREVARD, N. C. $14.95
HENDERSONVILLE, N. C. $14.05
SALUDA, N. C. $13.50
TRYON, N. C. $13.20

Tickets on sale every day until Sept. 30, good to stop over; limited returning until Oct. 31.

$7.30—Chapel Hill, N. C.,

Account Summer School University of N. C. College. Tickets on sale July 3 and 10; limited returning August 1.

$18.60—Chattanooga, Tenn., and Lytle, Ga.,

Account National Military Training sale and limited returning as follows: July 2, limited August 10; July 3, limited August 11; July 4, limited August 12; July 5, limited August 13; July 9, limited August 13; July 10, limited August 13; July 11, limited August 13.

$20.70—Monteagle and Sewanee, Tenn.

Account Missionary Week, University of the South. Tickets will be sold July 11, limited returning until August 9.

$9.90—Black Mountain and Ridge Crest.

Account Summer Schools and Conferences. Tickets will be sold July 13th, 14th, 15th, 20th, 21st, 28th; August 1st, 4th, 14th, 15th, 22nd, limited to midnight of seventeenth day following, but not including date of sale.

$13.95—Atlanta, Ga.

Account All South Christian Endeavor Convention. Tickets on Sale July 11 and 12, limited returning until July 19.

$20.50—Cincinnati, O.,

Account International Rotary Clubs' Convention. Tickets on sale July 13, 14, 15 and 16; limited returning untily July 25.

$38.80—Mooseheart, Ill.

Account annual convention, Loyal Order of Moose of the World. Tickets will be sold July 15, 16 and 17, limited returning until July 27.

$20.25—Nashville, Tenn.,

Account Peabody College Summer School. Tickets on sale July 20, 22 and 24; limited returning until 15 days after date of sale.

$23.00—Louisville, Ky.

Account National Dental Association. Tickets will be sold July 21, 23, 24 and 25, limited returning until August 1.

$20.30—Nashville, Tenn.

Account Young People's Congress (Colored). Tickets will be sold July 31 and Aug. 1, limited returning until August 9.

$92.70—San Francisco, Cal.
$94.95—Portland, Oregon.

Tickets will be sold July 22 to 29, inclusive, limited returning until two months after date of sale.

$20.70—Monteagle and Sewanee, Tenn.

Account Monteagle Assembly and Music Festival. Tickets will be sold July 27 and 28 and August 5, 7, 10, 11 and 12, limited returning until Sept. 5.

$10.90—Savannah, Ga.,

Account Grand Aerie, Fraternal Order of Eagles. Tickets on sale August 12, 13 and 14; limited returning until August 31.

Proportionate Fares from Other Points on the ATLANTIC COAST LINE, "The Standard Railroad of the South."
'Phone 160.

SOUTHERN RAILWAY
Premier Carrier of the South.
New Sleeping Car Line Between Greensboro and Raleigh
And Extension of Sleeping Car Between Winston-Salem and Morehead City and Beaufort.
Effective Sunday, June 25th, 1916.

Southern Railway announces inauguration new Sleeping Car Line between Greensboro and Raleigh, and extension of the present Winston-Salem-Raleigh Sleeping Car to Morehead City and Beaufort, making Winston-Salem-Morehead City-Beaufort Sleeping Car Line. The Winston-Salem-Morehead City-Beaufort car to be handled in connection with Norfolk Southern Railway from Goldsboro.

For details, address

J. O. JONES,
Traveling Passenger Agent,
Raleigh, N. C.

ARSENIC LITHIA SPRINGS AND BATHS.

Opened June 1st. Cures Nervous Prostration, Dyspepsia, Malaria, Kidney Diseases, Rheumatic and Skin Troubles and Female Irregularities. Beautifies the Complexion. Write for Booklet.

THOMAS ..... Manager
ROCKETT SPRINGS, VA.
—CROCKETT—

Read Star Business Locals.

ATLANTIC COAST LINE

Arrivals and Departures of Trains at Wilmington, Effective July 2, 1916. Time Not Guaranteed.

DEPARTURES	TO AND FROM	ARRIVALS
No. 90 3:40 A.M. Daily except Sunday	Goldsboro, Richmond, Norfolk and Eastern North Carolina points. Connects at Goldsboro with Southern Railway and Norfolk Southern Railroad.	No. 91. 1:15 A.M. Daily except Monday
No. 51. 5:30 A.M. Daily.	Chadbourn, Conway, Florence, Charleston, Savannah, Jacksonville, Tampa, St. Petersburg, Ft Myers, Columbia and Asheville. Pullman Sleeping Cars between Wilmington and Columbia, open to receive outbound passengers at Wilmington at and after 10:00 P. M., and may be occupied, inbound, until 7:00 A. M.	No. 50. 12:20 A.M. Daily.
No. 64. 5:15 A.M. Mon., Wed. and Fri. only	Jacksonville, Newbern and Intermediate stations	No. 65. 6:15 P.M. Mon., Wed. and Fri. only.
No. 48 8:40 A.M. Daily.	Goldsboro, Richmond, Norfolk and Washington. **Parlor cars between Wilmington and Norfolk, connecting at Rocky Mount with New York trains having Pilman service.**	Daily. No. 49. 6:05 P.M.
No 53. 8:45 A.M. Daily.	Solid train between Wilmington and Mt. Airy, via Fayetteville and Sanford. **Parlor cars between Wilmington and Greensboro.**	No. 52. 8:00 P.M. Daily.
No. 62. 3:25 P.M. Daily. Except Sunday	Jacksonville, Newbern and Intermediate stations.	No. 63. 12:50 P.M. Daily. Except Sunday
No. 55. 3:45 P.M. Daily.	Chadbourn, Florence, Columbia, Augusta, Atlanta and the West. Charleston, Savannah and all Florida points. All Steel Pullman Sleeping Cars between Wilmington, Augusta and Atlanta. **Sleeping cars daily between Wilmington and Asheville.**	No. 54. 12:50 P.M. Daily.
No. 57 6:20 P.M. Sunday only	Chadbourn, Conway and intermediate points. Excursion train.	No. 58 9:15 A.M. Sunday only
No. 59. 6:30 P.M. Tues., Thurs. Sat. and Sunday only	Fayetteville and Intermediate stations.	No. 60. 10:15 A.M. Tues., Thurs. Sat. and Sunday only
No. 42. 6:45 P.M. Daily.	Goldsboro, Richmond, Norfolk, Washington and New York. Pullman Broiler, Buffet Sleeping Cars between Wilmington and Washington, connecting with New York trains; also Pullman Sleeping Cars between Wilmington and Norfolk.	No. 41 9:50 A.M. Daily.
No. 68 7:30 P.M. Sunday only	Newbern and Intermediate points. Excursion train.	No. 69 10:15 A.M. Sunday only

For folders, reservations, rates of fares, etc., call 'phone 160.

W. J. CRAIG, Passenger Traffic Manager.
T. C. WHITE, General Passenger Agent.
WILMINGTON, N. C.

SUBURBAN SCHEDULE

IN EFFECT SATURDAY, JUNE 3, 1916

WEEK-DAYS

Lv. "Electric Centre"	Lv. Beach.
6.15 A. M.	6.05 A. M.
6.55 A. M.	7.10 A. M.
7.25 A. M.	7.40 A. M.
8.00 A. M. and every half hour thereafter until	8.15 A. M. and every half hour thereafter until
5.30 P. M.	5.45 P. M.
6.10 P. M.	6.20 P. M.
6.30 P. M. and every half hour thereafter until	6.50 P. M. 7.15 P. M. and every half hour thereafter until
11.00 P. M.	11.45 P. M.
12.10 A. M.	

Express trains stop at Winter Park Gardens, Sea Gate, Wrightsville and all stations on the Beach.

Lumina Specials will stop at 5th, 7th and 9th Sts., in Wilmington, and at Lumina.

BUSINESS MEN'S EXPRESS

Leaving Lumina daily, except Sunday, at 7:40 A. M., leaving Front and Princess streets daily, except Saturday and Sunday, at 6:10 P. M., stopping at Winter Park Gardens, Sea Gate, Wrightsville and all stations on the Beach.

FREIGHT

Lv. Wilmington	Lv. Beach.
6.00 A. M.	7.05 A. M.
9.30 A. M.	12.15 P. M.
3.30 P. M.	6.15 P. M.
7.00 P. M.	8.15 P. M.

Freight Depot open daily, except Sunday, from 8:00 A. M. until 1:00 P. M., and from 2:00 P. M. until 7:00 P. M.

Freight Depot Telephone, No. 96.

SUNDAYS

Lv. "Electric Centre"	Lv. Beach.
7.00 A. M.	6.40 A. M.
8.30 A. M. and every half hour thereafter until	7.45 A. M. 9.15 A. M. and every half hour thereafter until
11.00 P. M.	11.45 P. M.
12.10 A. M.	

Express trains stop at Winter Park Gardens, Sea Gate, Wrightsville and all stations on the Beach.

Lumina Specials will stop at 5th, 7th and 9th Sts., in Wilmington and at Lumina.

FREIGHT

Lv. Wilmington	Lv. Beach.
11.00 A. M.	12.15 P. M.

Freight Depot open 10 to 11 A. M.

Freight Depot Telephone, No. 96.

J. B. McCABE & CO.,

Certified Public Accountants

Room 815 Murchison Bank Bldg.
Phone: 996. WILMINGTON, N. C.

CLYDE LINE

TO NEW YORK AND GEORGETOWN, S. C.

New York to Wilmington.
Steamship Cherokee, Wed., July 5th
Steamship Cherokee, Sun., July 16th
Wilmington to Georgetown.
Steamship Cherokee, Fri., July 7th
Steamship Cherokee, Tues., July 18th
Wilmington to New York.
Steamship Cherokee, Wed., July 12th
Steamship Cherokee, Sun., July 23rd

Through bills of lading and lowest through rates guaranteed to and from all points in North and South Carolina.

CLYDE STEAMSHIP CO.,
C. J. BECKER, Agent
Wilmington, N. C.

General Offices: Pier 36 N. R., New York

SEABOARD AIR LINE RAILWAY

The Progressive Railway of the South.
Effective May 28th, 1916.

DEPARTURE OF TRAINS FROM WILMINGTON:

No. 13—3:55 P. M.—Train for Charlotte and intermediate Points. PULLMAN PARLOR CAR, WILMINGTON TO CHARLOTTE.

THROUGH DAILY PULLMAN SERVICE WILMINGTON TO ATLANTA — ALL STEEL CARS. ON FRIDAYS, THROUGH SLEEPER TO BIRMINGHAM.

No. 19—6:00 A. M.—Train for Charlotte and intermediate Points. SLEEPING CAR BETWEEN WILMINGTON AND CHARLOTTE. Open at 10:00 P. M. for Passengers.

ARRIVAL OF TRAINS AT WILMINGTON:

No. 14—12:40 P. M.—Train from Charlotte and intermediate Points. PULLMAN PARLOR CAR BETWEEN CHARLOTTE AND WILMINGTON.

THROUGH DAILY PULLMAN SERVICE ATLANTA TO WILMINGTON — ALL STEEL CARS. THROUGH SLEEPER FROM BIRMINGHAM SATURDAY.

No. 20—12:10 A. M.—Train from Charlotte and intermediate Points. SLEEPING CAR BETWEEN CHARLOTTE AND WILMINGTON. PASSENGERS MAY REMAIN IN SLEEPER UNTIL 7:00 A. M.

For detailed information and reservations, call on City Ticket Agent, Orton Building. 'Phone 178.

R. W. WALLACE, C. T. A.
H. E. PLEASANTS, T. P. A.
Wilmington, N. C.

JOHN T. WEST, D. P. A., Raleigh, N. C.

Attractive Low Round Trip Fares

—VIA—

SOUTHERN RAILWAY

$17.45 GOLDSBORO, N. C., to LYTLE, Ga. (near Chattanooga), and return, account National Military Training Camp at Fort Oglethorpe. Tickets on sale during April, May, June, July and August. See ticket agent for limits and other information.

LOW ROUND TRIP FARES FROM ALL other points, on same basis.

THE SOUTHERN SERVES THE SOUTH

O. F. YORK, T. P. A.,
Raleigh, N. C.

mh16-tf

Str. A. P. HURT

Wilmington to Fayetteville

AND INTERMEDIATE LANDINGS.

Freight and Passenger

SAILINGS: TUESDAYS AND FRIDAYS, 5:30 P. M.

PLANTERS' STEAMBOAT CO.,
S. M. King, Gen. Mgr.

'Phone 820. Wharf Foot of Chestnut st.

THOUSANDS OF ACRES FARM LAND INUNDATED

Ababama River Reported Ten Miles Wide In Some Places

In Montgomery County, Ala., Damage to Crops is Estimated at $200,000 —Sixty Negroes, Marooned, Are Rescued.

Montgomery, Ala., July 9.—Thousands of acres of cotton, corn and truck farms have been inundated y the Alabama river, which was reported tonight to be ten miles wide in some places, and losses in Montgomery county alone have been estimated at $200,000. No lives have been lost.

At Prattville, Marion Junction and Old Cahaba, back waters inundated thousands of acres of land, and caused great damage to crops outbuildings and livestock.

Rescuers working in boats and with rafts after an all night battle along the Cahaba river, brought to safety sixty negroes marooned in their homes, on top of houses, in tree tops and on high knolls. Several of the finest plantations in that vicinity are under water.

WIRE COMMUNICATION WITH OUTSIDE PARTLY RESTORED

Mobile, Ala., July 9. — Wreckage in Mobile and immediate vicinity, left by last week's terrific tropical hurricane, which spread over the gulf coast, was rapidly being cleared away today, and tonight telephone and telegraph service with the outside world had been partially restored to Mobile, while the strete cars, electric lighting plants and other public utilities were in partial operation.

There have been no deaths in Mobile from the storm, wihch damaged the water front and is believed to have caused much loss to small vessels. Two bodies were tonight reported washed ashore at Fort Morgan, 40 miles from here. They were believed to be those of sailors from some vessels wrecked during the storm.

Railroad schedules were being restored today and trains were being operated on delayed schedules.

ANOTHER SCHOONER ADDED TO THE LIST OF MISSING

Biloxi, Miss., July 9.—The American schooner St. Bartholomew, of Miloxi, was today added to the list of the seven schooners reported missing yesterday and it was feared all foundered or were dashed ashore during the tropical storm of Wednesday and Thursday. A total of 43 men comprised the crews.

Patrol boats and tugs searched all Saturday and today for the missing schooners and smaller craft, including a number of pleasure craft, but no success was reported. A few scattered bits of wreckage were located but there was nothing which would make identification possible. The loss in the vicinity, including shiping, tonight was estimated to be in excess of $150,000.

RIVERS ARE FULL WHILE THE RAINFALL CONTINUES

Atlanta, July 9.—Rivers throughout Georgia and eastern Alabama were reported bank full tonight while the heavy rains continued. Flooded rivers already have taken two lives in Georgia within the last 24 hours and tonight it was reported from Columbus, Ga., that the Cattahoochee there threatened to overflow.

It said that several industrial plants would not be able to operate tomorrow because of flooded basements while Girard, Ala., just across the river, reported that many houses in the negro section already under water. Farther down the river lowlands already have been flooded.

Railroad scheduled are badly derange in southwestern Georgia and the adjacent parts of Alabama.

HAS RAINED CONTINUOUSLY IN BIRMINGHAM 96 HOURS

Birmingham, Ala., July 9.—Rain, which continued tonight, had been falling in Birmingham continuously for 96 hours except for five periods of 30 minutes each during the last four days. The total percipitation for the period was 12.74 inches.

Today's rain, however, has not been heavy and has allowed the flood waters of the past few days to subside.

CHILDREN IN GERMANY NOT STARVING FOR LACK OF MILK

American Embassy in Berlin Says Reports Are Untrue.

Washington, July 9. — Statements that children in Germany are starving because of lack of milk and other nutritive foods are characterized as being "without truth," in an official report from the American embassy in Berlin, made public by the State Department tonight and published in this country by authority of the German foreign office. Children, as a class, says the report, which was compiled b yDr. A. E. Taylor, of the embassy staff, have presented during the recent months a condition of health and a reduction in death rate not present before the beginning of the war.

One reason for this, it is stated, is that since the outbreak of the war the birth rate has decreased materially.

LEAVES FOR DETROIT.

President Wilson to Speak Before the World's Salesmanship Congress.

Washington, July 9. — President Wilson left Washington tonight for Detroit, where he will deliver an address tomorrow before the World's Salesmanship Congress. He expects to return Tuesday morning. Mrs. Wilson, Secretary Tumulty and Representative Doremus, chairman of the congressional campaign committee, are in the President's party.

Buenos Aires, July 9.—An attempt to assassinate President De La Plaza was made today by a self-styled anarchist. The president was standing on a balcony of the government building reviewing ome troops when a man in the crowd of spectators suddenly drew a revolved and fired at him. The shot went wide and the would-be assassin was arrested.

Richmond, Va., July 9. — J. Norment Powell, 38, attorney, of Bristol, and general counsel for the Carolina, Clinchfield & Ohio railroad, died in a hospital here today. Mr. Powell was active in politics and had been probale candidate for congressional honors from the ninth district.

DEFACTO FORCES ARE AGAIN GIVEN DEFEAT

Third Victory For Villistas In One Week Is Reported

They Have Retaken Jiminez, According to Stories on Both Sides of the Rio Grande—Villa Planned First Attack?

El Paso, Texas, July 9.—Reports that the Villista command operating southwest of Jiminez had inflicted the third defeat within a week on the Mexico de facto government and had re-taken Jiminez were current on both sides of the Rio Grande tonight. General Gonzales, commanding in Juarez, said he had heard nothing definite from General Trevino at Chihuahua City since early yesterday when dispatches announced a battle was imminen between the government troops and the Villistas.

Private advices to local mining men say that Villa planned but did not direct the first attack on Jiminez which was led by his lieutenant, Calixto Contreras. Villa himself, the dispatch said, is crippled with rheumatism and unable to walk except with crutches. He was reported to be taking treatment at Mud Springs in the Rio Florido Vailey.

GENERAL BELL HOLDS A CONFERENCE WITH GONZALES

El Paso, Texas, July 9.—General Bell and General Gonzales, commander at Juarez, held a conference last night at the international bridge, it was learned today. General Bell, while admitting that the meeting was held, refused tonight to state what was discussed.

It was reported from Mexican sources, usually reliable, that General asked the Juarez commander to report to him promptly any news of the movement of bandit forces toward the Big Bend district of Texas. It has been rumored that the Villistas who recently engaged the de facto forces near Jiminez intended to strike across the desert and invade this country.

PROPERTY OF AMERICANS DAMAGED BY YAQUI INDIANS

Mazatlan, Mex., July 9 (by radio to San Diego, Cal.)—Yaqui Indians, taking advantage of the withdrawal of Mexican troops from southern Sonora, are reported here to have crossed the Yaqui river and invaded the lands of American settlers and the Richardson construction, devastating all property except company headquarters at Esperanza, where a Mexican garrison is maintained.

HUGHES CONSIDERING TRIP THROUGH PORTION OF SOUTH

North Carolina is Among the States He Plans to Visit.

Bridge Hampton, N. Y., July 9.—A campaign trip through the northern tier of Southern states, including North Carolina, Virginia, Tennessee, West Virginia and Maryland is considered by Charles E. Hughes, Republican nominee for president, it was learned today. It was also stated that he had decided to have the ceremony of his formal notification of nomination for the presidency held in New York. It will take place on a Monday, if possible, probably July 31, although perhaps a week earlier.

Republican and Progressive leaders from every section of the country will be invited if the tentative programme is adopted and Mr. Hughes wishes to have the general public admitted if any seats are available.

The nominee told callers today he would like to have the notification serve also as a "get together" meeting of Republicans and Progressives from every part of the United States. His speech of acceptance, he said, probably will be a very long one, as he expected to discuss every issue in some detail.

Almost immediately after the nomination ,the campaign will open with a four or five weeks' trip to the Pacific coast, broken by two weeks' vacation in the Rocky Mountains. Returning the nominee will open his eastern campaign in Maine, where it is probable both Colonel Roosevelt and former President Taft will be requested to take the stump.

STATE VACCINE APPROVED.

North Carolina Supply Satisfactory to Government Experts.

(State Board of Health.)

According to recent reports, a number of samples of anti-typhoid vaccine now on the market have been found upon examination by the government experts to be of little or no value as an immunizing agent against typhoid fever. Immediately upon hearing of these reports, samples of anti-typhoid vaccine regularly furnished by the State Laboratory of Hygiene were submitted to the government experts with a request for examination. According to a report just received from the federal experts, "this vaccine appears to be entirely satisfactory and comes up to the required standard."

It is gratifying indeed to know that the State product is not only up to the standard, but that it will be furnished free to every citizen of the State who will apply for it through his family physician. Those who have been and are now being immunized against typhoid fever, may rest assured that their immunization will be satisfactory.

While the State Board of Health can give no information as to the names of manufacturers or companies producing and selling the vaccine which was found by the government experts to be of little or no value, it is urged by the State Board of Health that all those using anti-typhoid vaccine other than that furnished by the State Laboratory of Hygiene, at Raleigh, ascertain through the agents or through the manufacturers themselves if their product meets with the standard of the federal authorities.

London, July 9.—German casualties from the beginning of the war to the end of June as computed from official German lists, are given as 3,012,637 in an official statement made public here.

Sunbury, Pa., July 9.—Gordon Neidig, his four children and a chauffeur were killed when their automobile was struck by a special train on the Pennsylvania railroad near here today.

Chicago, July 9.—One new case of infantile paralysis was reported by the health commissioner today, making six nder quarantine in this city.

MORE DEATHS AND NEW CASES ARE REPORTED

Nineteen Die in 24 hours from Infantile Paralysis.

Brings Total Deaths Since Epidemic Started in New York city Up to 224—Eight-Eight New Cases Develop.

New York, July 9.—Nineteen more deaths from infantile paralysis in New York city for the 24 hours ending at 10 o'clock this morning were reported by the department of health tonight, making the total fatalities 224 since the epidemic started. Eight-eight new cases were reported today against 95 the day before. The total number of cases now has reached 980. The mortality rate is still about 23 per cent.

Several New Jersey towns have served notice that non-resident children under 16 will not be permitted to enter.

Federal and city health authorities here are uniting their efforts to prevent the spread of the disease to outlying districts, and, it was said, are urging the railroads to co-operate. Dr. Haven Emerson, health commissioner, announced that offers of accommodations in ten private hospitals have been accepted and beginning this week volunteer relief stations with nurses in charge will be opened all over the city.

Mayor Mitchell today attended a conference with the commissioners of health, street cleaning, police, water supply, and tenement house departments. Every street will be cleaned each night he announced.

In the churches today pastors read from the pulpits bulletins advising parents how to guard their children against the disease.

DODGES BLOCKADE OF ALLIES AND CROSSES ATLANTIC IN 15 DAYS

(Continued From Page One).

certain that this port would be the objective of the extraordinary cruise.

Drops Anchor Over Night.

Off the quarantine station both the submarine and the tug Timmins dropped anchor to wait until daylight. A yacht with Associated Press representations on board met the Deutschland and her convoy off Sandy Point about 8 o'clock tonight and attempted to range along side.

"Hello! Deutschland!" the newspaper men shouted.

"Hello, what do you want? Who are you?" was the reply in sharp tones from the bridge of the submarine.

'Where do you come from and when?"

"June 23, Helgoland."

"Did you have any accidents coming over?"

"None," the reply.

"Did you see any British or French ships?"

"None."

"Were you chased by any British or French vessels near the coast?"

"No," answered the officer with evident impatience. "I said I didn't see any enemy ships."

Interview Cut Short.

At this point the submarine showered sparks from her exhaust pipe and spurted ahead, cutting short the interview. At the same time the tug Timmins approached the press boat and a man on deck, who said he was agent of the North German Lloyd Line, ordered the newspaper yacht to keep off, saying that there would be no news until morning.

The big submarine presented a picturesque sight as she plowed through the tumbling white caps. Time and again after she passed into the mouth of the Patapsco searchlights from excursion steamers played upon her, throwing her darkly painted hull into bold relief against the blackness of a rainy night. She was riding high out of the water and almost the whole ship's company walked about on the narrow deck. Most of the men wore oil skins, but the officer of the bridge stood regardless of the storm in his blue coat and white trousers.

Apparently the vessel is in perfect condition. She came up the bay with 6 or 8 feet of free board showing, and the conning tower standing high above. On each side of her bow is painted "Deutschland" and on her stern "Deutsch—Bremen."

No signs of armament were visible.

TORPEDO BOAT COMPANY MAY LIBEL THE DEUTSCHLAND

Bridgeport, Conn., July 9.—In an effort to establish the American patents on his type of submersible, Simon Lake, treasurer of the Lake Torpedo Boat Company of this city, said tonight that the company would very likely libel the German submarine Deutschland at Baltimore tomorrow. The allegation, it is understood, will be that the construction of the Deutschland involves an infringement of the Lake patents.

The libelling of the submarine, Mr. Lake said, would not interfere with her unloading to future movements, as a bond probably would be filed to cover the libel and the boat would be released under the bond. Mr. Lake and his attorneys will leave for Baltimore tomorrow to conduct their investigation and will then decide whether legal action will be taken. The Lake company, it was said, holds no patents in Germany but it is alleged that all the German submersibles are built on fundamental principles of even keel boats.

The Lake company applied several years ago, it was explained, for patents in Germany, but before action could be taken on the application some international complications interferred ad since that time, it is alleged, no action has ben taken by the German authorities, or have the American and other patents held by the Lake company had any effort in Germany.

The presence of the first German-built submarine in American waters however, it is believed, will give an opportunity to test the effect of the American patents on trans-Atlantic service and may have a wide bearing on submarine boat's patents throughout the world.

Officials of the Eastern Forwarding Company said tonight a representative of the German embassy will come to Baltimore to greet the commander of the Deutschland. They were at pains to point out however, that the embassy would be interested only informally; that the submarine was a merchant ship, pure and simple, and as she should require no diplomatic representations on her behalf.

The vessel made her way slowly up the bay in a heavy drizzle after dark tonight, battling against a strong breeze and choppy sea. She passed Cove Point, north of the Patuxent river and about 60 miles south of Baltimore at 3:45 o'clock in the afternoon and headed for the mouth of the Patapsco to anchor for the night.

Another Submarine on Way?

While the forwarding company officers are reticent, there are strong intimations that another submarine already is on the way across and she and the Deutschland are members of a fleet of such vessels built or building which will be employed regularly in the trans-Atlantic trade as long as the war lasts. It is understood that all of the boats carry two guns of small calibre mounted in their superstructure so as to be readily available for defensive use.

No one here could confirm reports that the commander of the Deutschland carried a message from the Emperor of Germany to the President of the United States.

Visitors to the pier at which the boat will be docked tomorrow will find it surrounded by a formidable barbed wire fence. Armed men were also on watch in the pier shed. This guard will be strictly maintained as long as the submarine remains here.

CRAFT 300 FEET LONG AND CARRIES CREW OF 29 MEN

Old Point, Va., July 9.—The German submarine Deutschland, flying the flag of a merchantman, passed through the Virginia capes early today and proceeded up Chesapeake Bay to Baltimore, convoyed by the tug Thomas F. Timmins. Her commander told the pilot that she left a German port on June 23, that he had 1,000 tons of cargo and a quantity of mail aboard and brought a message from Emperor William to President Wilson.

The cargo is said to consist of dyestuffs and medicine consigned to a Baltimore firm.

The Deutschland is 300 feet long and carried a crew of 29 men.

It was not expected that the submarine would reach Baltimore before tomorrow morning as she was only reported passing Cove Point, 40 miles below Annapolis, at 3:45 this afternoon.

PART OF CARGO CONSIGNED TO FIVE NEW YORK HOUSES

New York, July 9.—The German submarine Deutschland which entered the Virginia Capes today, carries a cargo of approximately 250 tons of which about 100 tons consists of chemicals and dyestuffs consigned to five New York houses, it was announced here tonight.

While the New York merchants knew the submarine was on her way, they had little delayed information regarding the history-making voyage. They estimated tonight that he submersible carried 150 tons of mail which the business men of Germany had been unable to get past the British censor.

DR. JOS. HYDE PRATT IN SERIES INSTRUCTIVE LECTURES

Speaks to Teachers on Industrial Development in North Carolina.

(Special Star Correspondence.)

Chapel Hill, July 8.—With today's lecture Dr. Joseph Hyde Pratt brought to a close his series of lectures before the summer school on Industrial Development in North Carolina. These lectures have been of real benefit to many teachers who wish to know as much as possible about the industries of North Carolina in order to serve as intelligently as possible in training new men and women to manage these industries.

Under the head of mineral industries he showed how the various minerals began to be developed, then the cause for the decline of their production, and lastly the influence that their production has had in the general settlement of the State.

In speaking of the fishing industry, Dr Pratt traced the early growth and the subsequent decline of this industry, and showed that this decline was due to the fact that the state government took no real interest in this industry.

The one usbject that Dr. Pratt himself is most interested in he discussed in his last lectures, the development of the transportation system and of the highways of the State. He traced the growth of the transportation system from the early settlements to the present time. The last lecture was given up to showing the relation of railway development to industrial development in general, and to the development of certain sides of the agricultural industry in particular.

PLANS ARE COMPLETED.

For Conference Between Representatives of U. S. and Mexico.

Mexico City, July 9.—The preliminary arrangements for a conference of representatives of the United States and Mexico to be held in some city in the United States have been completed, it is learned from a trustworthy source, and it is believed that by Tuesday Mexican ambassador designate, Arredondo, will advise the State Department at Washington of the details of the plans for the peace parleys. These, it is understood, will be held without delay.

THE DEUTSCHLAND BRINGS A MESSAGE TO PRESIDENT

(Continued From Page One).

in Virginia waters. He ordered the abandonment of the chase as soon as the Deutschland passed the Maryland-Virginia line and notified the collector of customs at Baltimore of the presence of the submarine and her intended destination.fl

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New York, July 9.—Count Von Bernstorff, the German ambassador, said here onight that he had no official knowledge that the submarine had arrived, of would arrive. So far as he knew, he explained ,the enterprise was a private one of the North German Lloyd Steamship Company.

Vera Cruz, July 9.—Most of the Americans who fled here from Mexico City, when the crisis between Mexico and the United States became acute, are returning to the capital, satisfied that all danger of war has passed.

Berlin, July 9, (by wireless).—The British steamship Pendennis, 2,123 tons gross, with a cargo of timber from Gothenburg for Hull, has been captured by a German warship off the Norwegian coast and brought to a German port.

Business Locals

LOST—BLACK AND WHITE HOUND puppie. If found please return to owner. J. A. Rouse, 225 Market St., and receive reward. jy10-2t.

FOR SALE CHEAP — NEW, MEDIUM size, good quality refrigerator, and a large graphophone. Address "L," care Morning Star. jy10-1t*

WANTED — MALE STENOGRAPHER and general office man. Wholesale, care Star jy10-tf

FOR RENT — UNFURNISHED HOUSE-keeping apartment, four large, conveniently arranged rooms, with connecting bath, and all conveniences. Possession immediately. Apply 316 North Fourth. jy10-1t*

FOR SALE AT A SACRIFICE — A corner store and lot in the town of Burgaw, N. C., in business center. Size of lot, 181 1-2 feet by 62. This can be cut up in 6 lots that would be suitable for stores. Will take automobile as part payment. Address Burgaw, care Star office. jy10-1t*

FOR SALE — BRAND NEW $100.00 Victrola; never used. Cash sale. Address "6," care Star. jy10-1t

WANTED — INFORMATION AS TO who ran down and killed with an automobile Saturday morning a little, white, shaggy dog, near Fifth street railroad bridge. "R," care Star. jy10-1t

ANNUAL EXCURSION TO CAROLINA Beach, steamer Wilmington, Tuesday, July 11th, auspices of the Bladen Street Sunday School. Boat leaves at 9:00 A. M. and 2:30 P. M. Fare, 25c. round trip. jy10-1t

WANTED — TO BUY SOME CHEAP second hand bicycles. Queen City Cycle Co., 209 Market street. 'Phone 862. ap30-tf

DID YOU READ "THREE WEEKS," by Eleanor Glyn? You should read her latest one: "The Career of Katherine Bush," now running in the Cosmopolitan Magazine. 'Phone your orders to 745. Gordon Bros. my24-tf

FOR SALE—5,000 FEET OF ONE-INCH extra heavy pipe, in good condition. Goldsboro Ice Co., Goldsboro, N. C. je30;jy2,4,6,8,10,12-7t*

DON'T WAIT. HAVE YOUR ROOF repaired and painted now. Prices right. 'Phone 431. Guaranteed work. Have a lot of good paint on hand. W. B. Klander; No. 8 South Second St. je28-tf

FOR SALE — 1,000 TONS 71-2 PER cent prime cotton seed meal, at a very low price. Wire me, collect, if you are interested; I can sell you. V. B Sharpe, Maxton, N. C. mh9-tf

NOTICE — TO THE TRAVELING PUBlic, that we have the most complete line of leather suit cases and hand bags; also trunks, in the city, at Uncle Charles' Pawn Shop, No. 6 South Front st.; 'Phone 642. my10-tf

OLD NEWSPAPERS, SUITABLE FOR wrapping or placing under carpets, tied up in neat bundles and for sale at this office, 10 cents per hundred. mh 23-tf

QUALITY PRINTING; FACSIMILE EMbossing and engraving; multigraphing, typewriting; Notaries Public. Harriss Typewriting & Adv. Co. fe 17-tf

FOR SALE — CHEVROLET AUTOMObile; five-passenger touring car, in perfect condition; only used six weeks. Apply Einstein Bros., Front and Grace. je27-tf

WANTED — A FIRST CLASS SALESman traveling the Carolinas, to take a high grade 5c. Havana cigar as a side line, on commission. Thomas Warters, Rome, Ga. je27-15t

FOR SALE—SIX-ROOM COTTAGE AT Winter Park; water, sewerage and lights; located on highest spot in Park; just a hundred yards from station, between shell road and car line. Lot 99x240 feet. Has large barn, servants' quarters, and fruit trees. Address "Cottage," care Star. mh 23-tf

SPECIAL BARGAINS IN TYPEWRITers. Factory rebuilt and second hand. Supplies for all machines. Mail orders given prompt attention. Write for prices on anything you need in the typewriter line. Satisfaction guaranteed. R. W. Thacker, 814 Murchison Bank Building. je18-tf

LIMES AND LEMONS—JUST RECEIVed a nice stock, also fine North Carolina hams. Bear Produce & Mdse. Co., Phone 323. Wilmington, N. C. jy4-tf

WANTED — TIRED, HOT, SWEATY feet, to be treated with E. Z Feet. Highly antiseptic and results guaranteed. At all drug stores, 15 cents. je25-tf

MONEY TO LOAN ON CITY RESIdence and business property; also on good farms in the immediate vicinity| P. O. Box 1065, city. jy9-1t*

FOR SALE—HOUSEHOLD FURNIture very cheap. 211 North Sixth street. jy9-2t*

WANTED—GOOD SECOND HAND rubber tire buggy. Box No. 1, Willard, N. C. jy9-4t*

FOR SALE — ONE MILK COW WITH young calf; gives three to four gallons milk per day. For particulars, address R. J. Batson, R. F. D. Burgaw, N. C. jy7-6t*

$10.00 PER MONTH, IF RENTED AT once, 6-room cottages in Polvogt ave., Grace between 8th and 9th Apply to owner. C. W. Polvogt. jy9-su,m,w-3t

$16.66 PER MONTH WILL RENT ONE of the 6-room brick apartment houses on Eighth street near Grace, if taken at once. Apply to owner. C. W. Polvogt. jy9-su,m,w-3t

2,700 ACRES FOR SALE — LOTS OF buildings. Real low price and easy terms. Others smaller. Tell me your wants. R. E. Prince, Raleigh, N. C. jy9-2t*

WANTED — FIRST CLASS CIRCULAR sawyer, twin engine, steam feed. None but a live one need apply. Babcock Lumber Co., Garland, N. C. jy9-4t*

WANT TO BUY AT ONCE A NUMBER of foxes; young or old; for cash. Address Mecklenburg Hunt Club, Chase City, Va. jy7-4t*

DELIGHTFULLY COOL, LARGE BEDroom in private residence for rent; southwest exposure; within block of boarding houses and cafe. Address Attractive" care Star, or phone 1126-W. jy 8-tf

WATERMELONS; WATERMELONS; Watermelons! Just received carload. Send us your orders. Bear Produce & Mdse Co., Phone 323. Wilmington, N. C. jy 8-3t

SWEET CREAM AND MILK FOR SALE —Pine Grove Dairy Farm. Adolph G. Ahrens, proprietor. 'Phone 936. m.28-tf

4%

Interest Paid On Savings Deposits.....

American Bank & Trust Co.

Wilmington, N. C.

STATEMENT CONDITION —THE— MURCHISON NATIONAL BANK OF WILMINGTON, N. C., AT THE CLOSE OF BUSINESS JUNE 30th, 1916.

Resources:		Liabilities:	
Loans and Discounts	$4,782,623.56	Capital Stock	$1,000,000.00
U. S. Bonds (at par).	602,500.00	Surplus and Net Profits.	694,045.44
Bank Building	480,000.00	Circulation	550,000.00
Bonds and other Securities	284,150.00	Special Deposit Bonds	15,000.00
		Rediscounts	140,000.00
Liquidation Account Southern National Bank	38,193.16	Bills Payable	100,000.00
Cash and Due by Banks.	1,450,338.05	Deposits	5,138,756.33
	$7,637,804.77		$7,637,804.77

—DEPOSITS—

JUNE 30, 1914 . . . . . $4,513,508.06 JUNE 30, 1915 . . . . . $4,917,131.73

JUNE 30, 1916 . . . . . $5,138,759.33

H. C. McQUEEN, President J. V. GRAINGER, Vice-President. J. W. YATES, Vice-President. C. S. GRAINGER, Cashier. M. F. ALLEN, Assistant Cashier. W. S. JOHNSON, Assistant Cashier. J. V. GRAINGER, Jr., Assistant Cashier.

METALS

All Metals Are Scarce, and Market Advancing.

However, we bought a good supply some time ago, and can serve our customers promptly.

Iron, Steel, Brass, Copper, Babbit, Aluminum and Zinc

Call, Phone, Wire or Write Today

Wilmington Iron Works "The Iron Men"

Have You Read "THE GOLDEN HOPE"?

—by— GRACE SARTWELL MASON

A Stirring Romance, with the Irresistible Charm of the West Woven Into Every Line.

PRICE: $1.35 NET.

C. W. YATES COMPANY 117 MARKET ST.

FIRST EXCURSION OF THE SEASON —TO— CHARLOTTE, N. C. Friday, July 14, 1916 —VIA— Seaboard Air Line Railway Company —FROM—

Wilmington, Councils, Clarkton, Bladenboro, Lumberton, Pembroke, Maxton, Laurinburg, Old Hundred, and All Intermediate Stations: Tickets on sale for all trains July 14th. Good returning from Charlotte on any regular train up until Train No. 20, leaving Charlotte 5:00 P. M., July 16th, 1916.

ROUND TRIP RATES AS FOLLOWS:

WILMINGTON	$3.00	Allenton	$ 2.50
NAVASSA	3.00	Lumberton	2.50
PHOENIX	3.00	Lowe	2.50
North West	3.00	Moss Neck	2.25
Acme	3.00	Pembroke	2.25
Armour	3.00	Pates	2.25
East Arcadia	3.00	Red Banks	2.25
Councils	3.00	Alma	2.00
Rosindale	2.75	Maxton	2.00
Elkton	2.75	Laurinburg	2.00
Clarkton	2.75	Elmore	2.00
Abbotsburg	2.75	Laurel Hill	1.75
Bladenboro	2.75	Old Hundred	1.75

DO NOT MISS THIS OPPORTUNITY TO VISIT CHARLOTTE AT SUCH REDUCED RATES.

For detailed information, etc., call on your local agent, or H. E. PLEASANTS, T. P. A. Wilmington, N. C. JOHN T. WEST, D. P. A., Raleigh, N. C. C. B. RYAN, G. P. A., Norfolk, Va.

QUALITY Choice Cuts Western Meats VARIETY

SELECT DRESSED POULTRY. ALL KINDS OF FRESH VEGETABLES. BEACH ORDERS GIVEN SPECIAL ATTENTION.

DAVIS & HINTZE FRONT STREET MARKET

ON ACCOUNT OF THE REMOVAL OF the Wilmington Furniture Co., I will have for rent from October the first, the stores 126-128 Princess street, and 19-21 North Second street, the Garrell Building, by F. A. Lord, agent. jy 8-tf

CANTALOUPES, SELECTED, FANCY, very sweet, luscious and juicy; large crates. Send orders for self or friends. Wrapped, $1.25; unwrapped, $1.00; check with order. Reference, National Bank, Covington & Covington, Laurinburg, N. C. jy6-tf

WANTED AT ONCE — TO BUY OR rent seven miles second hand twenty-five pound rails, one seventeen ton second hand locomotive, two second hand park machines, one double drum tree rig skidder, ten log cars. All standard guage; must be in good condition. Write or wire, Box 1123, Wilmington, N. C. jy6-tf

SPRING CHICKENS; SPRING CHICKens—Nice large spring chickens, 3 for $1.00. Extra choice country butter, 30c pound; sweetest cantaloupes in city; large red peaches, 30c four-quart basket; all kind of fresh meats. Call us up. All orders delivered promptly. Phone 72. Batson's Meat Market. 115 Market St. jy 8-1t

COTTON

CONSIGN COOPER COTTON

W. B. COOPER & CO. Wilmington, N. C.

FOR RENT — VERY DESIRABLE apartment, seven rooms, Fifth, between Dock and Orange. One of the best neighborhoods in the city. References exchanged. See us for particulars. D. R. Foster & Co., Phone 1220. jy 8-7t

SPECIAL WIRE-WRAPPED HOSE, 10 cents foot. Cape Fear Hdw Co. jy9-3t*